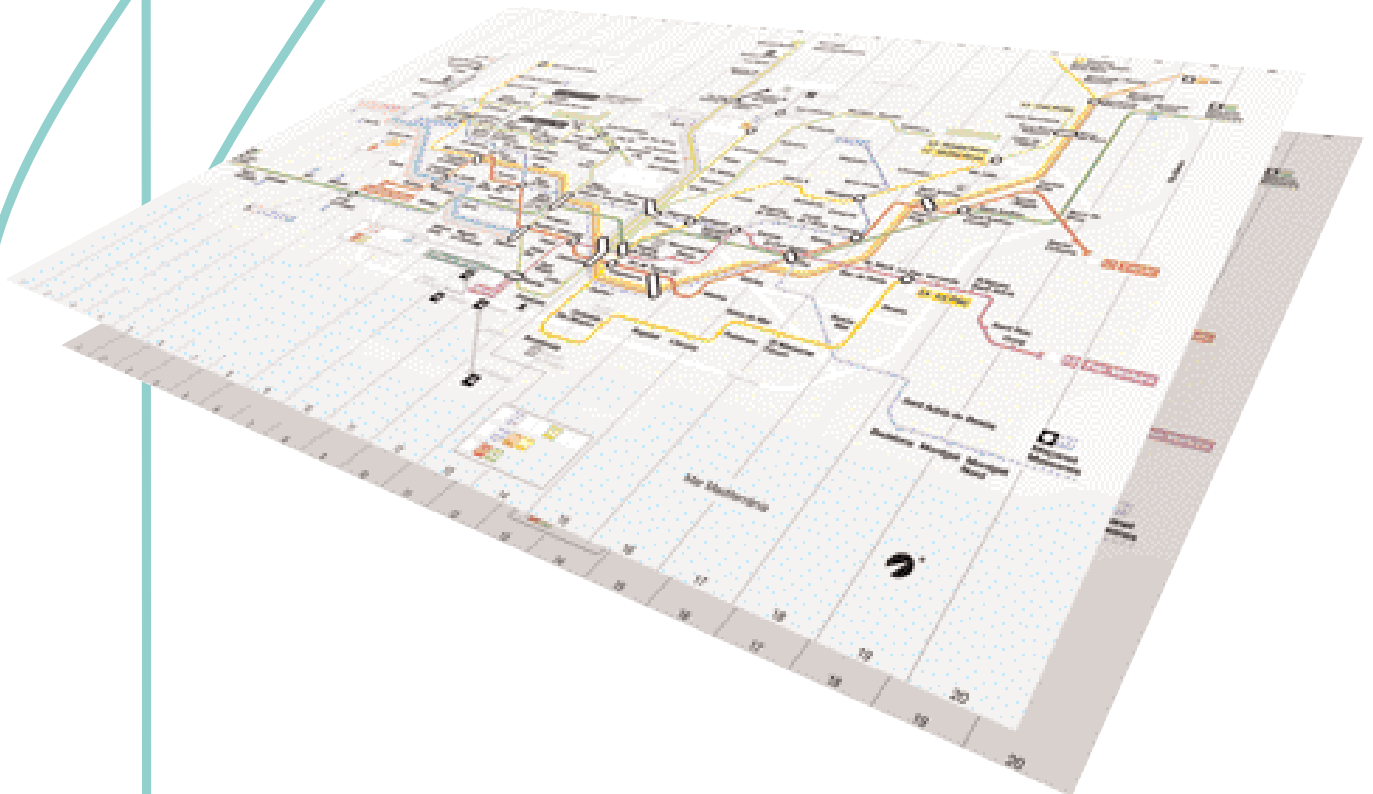




**ATM**

Autoritat  
del Transport  
Metropolità

# ACTIVITY 2003



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B34284-2004

Printed by Estudi Ó, Barcelona

Designed by [www.aidcreativos.com](http://www.aidcreativos.com), Barcelona

Barcelona, july 2004

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## THE ATM AT A DECISIVE CROSSROADS

Public transport is going through a fundamental period. It is, without a shadow of a doubt, the main mobility undertaking and must be the maximum guarantee for efficient and long-lasting solutions.

The Regional Government of Catalonia, local authorities and public transport companies are sitting down at the same table with the ATM (Metropolitan Transport Authority). This is a great opportunity.

We have the unbeatable opportunity of sharing our combined "authority", which we must carry out. We are calling for recognition for the priority of a task which increasingly tops the list of public services that people hope will meet the reasonable expectations of an administration at the service of egalitarian progress.

We are tackling the challenge of overcoming the risk from collapse of our sphere of operation. And we must do this with more resources and more means. More money for more services, new services and more money for decent upkeep. Two complementary requirements which expand on the argument for the year ending and, especially, for the coming year in this report.

The key question is knowing whether we will have the sense of opportunity and anticipation. Whether the solutions that we bring about are in-depth, ones of scale and not simply putting out bushfires when an emergency arises.

It is based on this that the cornerstones of our activity, the programme contract and the Infrastructure Blueprint become an essential guide to sound present and future alarm bells about the insufficiency of the resources which we would need to supply to make possible a desirable and hopeful mobility scenario.

Within the framework of open and sectorial debate about the lack of finance of public services, the ATM highlights the need for a more open, global debate, one not restricted to area, but one which focuses on the universal needs shared by the public. It is clear that health and education have a less anonymous, more human component. Yet would anyone know how to deny public transport the relevance of being a service of growing necessity to reduce and limit private transport and to foster the public's transport offer and demand?

Does anyone believe that exponential growth of individual and private transport systems is possible without putting at risk the feasibility of the overall way of life that we want?

Perhaps the exact determination of the initial criticism regarding mobility will end up being the real and almost sole gauge of sustainability. Herein lies the size of the task that awaits us.

### **Joaquim Nadal i Farreras**

Chairman of the  
Metropolitan Transport Authority





# 1

## Presentation of the Consortium



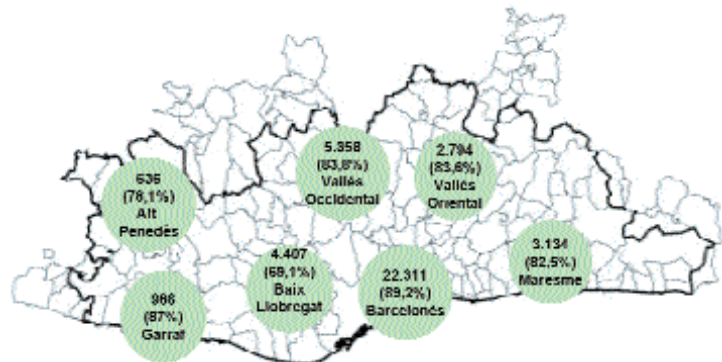
## 1 ADMINISTRATIVE BODIES MAKING UP THE MTA

The Metropolitan Transport Authority (MTA) is an inter-administrative Consortium of voluntary character created in 1997 and comprised of all the administrative bodies of public transport services in the Barcelona Metropolitan Area.

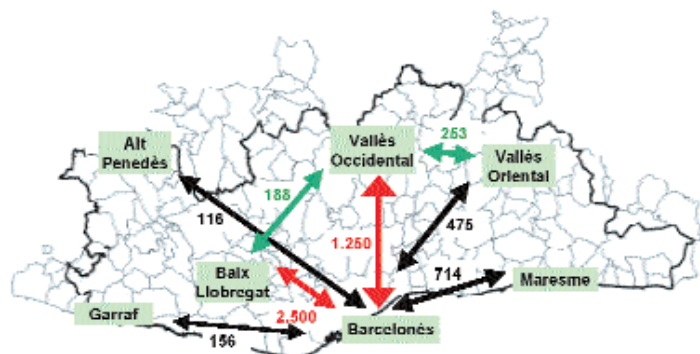
The Administrative bodies making up the consortium are the Generalitat (Government) of Catalonia (51%) and local administrations (49%), comprised of the Barcelona City Council, the Metropolitan Transport Body (Entitat Metropolitana del Transport - EMT) and the Association of Municipalities

with Urban Transport services of the Barcelona Metropolitan Area (Agrupació de Municipis titulars de serveis de Transport Urbà - AMTU). There is also the presence of representatives of the Central State Government as observers in the administrative bodies of the MTA.

The purpose of the MTA is to promote cooperation between the public administrative bodies providing the services and the infrastructures of the public transport system of the area of Barcelona of which they form part, as well as collaboration with bodies who, like the State government, are financially involved or are operators of their own services.



Weekly trips inside residential region (thousands)  
(EMQ 2001)

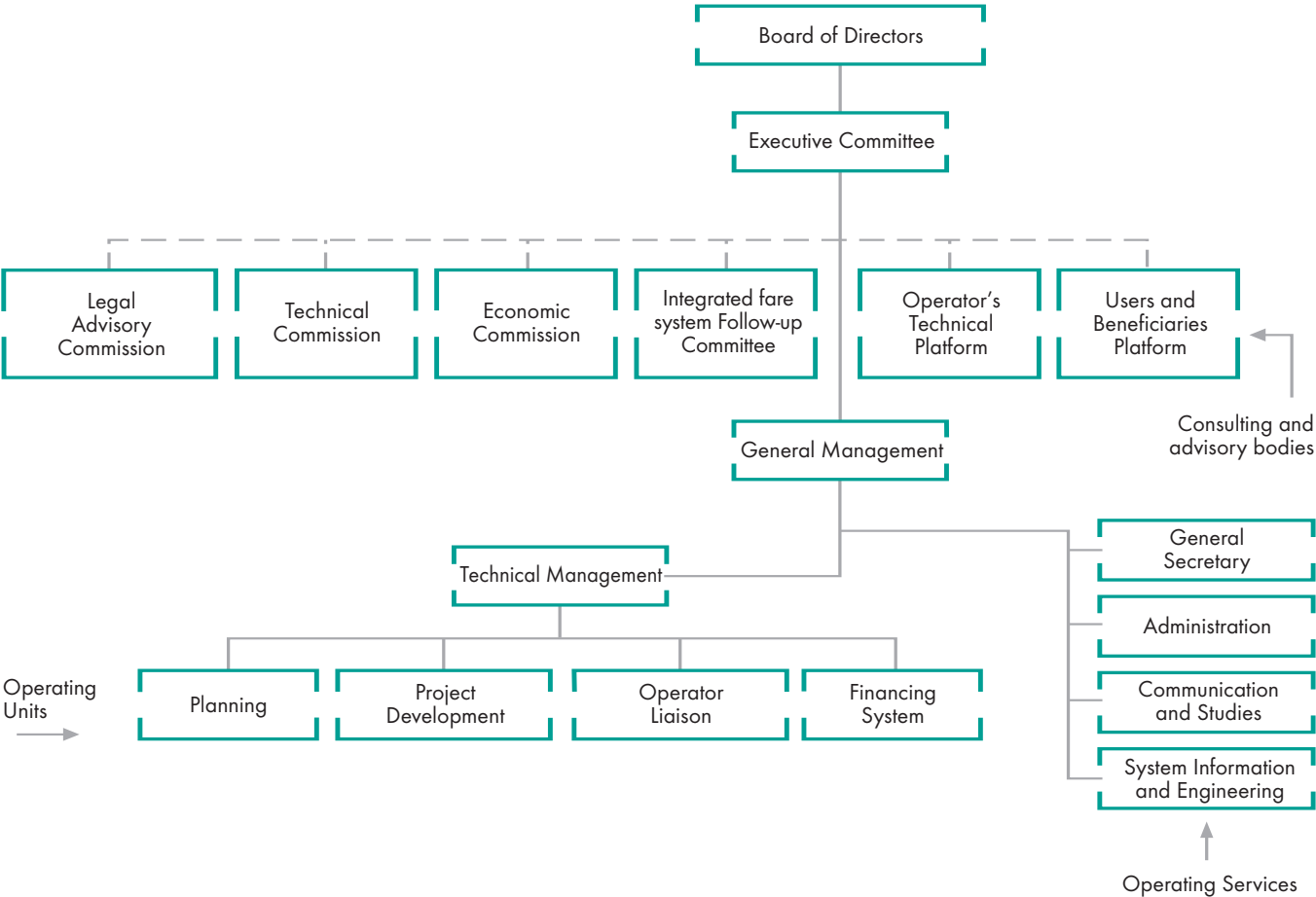


Major interregional weekly trips (thousands).  
(EMQ 2001)



2 ADMINISTRATIVE, ADVISORY AND CONSULTING BODIES

The administrative, advisory and consulting bodies of the MTA are made up of representatives of the different organisations and administrative bodies associated with Public Transport.







## Board of Directors

The Board of Directors is the governing body of the MTA. It is made up of eighteen members with full rights - nine representing the Generalitat (Government) of Catalonia, seven representing local Administrative bodies (Barcelona City Council and EMT) and two representing the AMTU - and two observers representing the Central government. The meetings are also attended by the Managing Director and the Technical Director.

### Board of Management at December 31, 2003:

<b>President</b>	Joaquim Nadal i Farreras (1)
<b>1st Vice-President</b>	Xavier Casas i Masjoan
<b>2nd Vice-Presidenta</b>	Maite Arqué i Ferrer (2)
<b>Members</b>	Jaume Alsina i Oliva
	Pere Galí i Kelonen
	Antoni Herce i Herce
	Jordi Hereu i Boher (3)
	Antoni Lluch i Molinari
	Dídac Pestaña i Rodríguez
	Jordi Portabella i Calvete
	Josep Pujadas i Maspons
	Lluís Ridao i Martín
	Anna Sala i Andrés (4)
	Ramon Seró i Esteve
	Lluís Tejedor i Ballesteros
	Enric Ticó i Buxadós
	Pere Torres i Grau
<b>Member and Managing Director</b>	Francesc X. Ventura i Teixidor
<b>Observers</b>	José M <sup>a</sup> Cacho Herrero
	Miguel Pozo de Castro
<b>Secretary</b>	Montserrat Viñas i Pons

(1) As of December 22, 2003 (Catalan Government Gazette No 4035 of December 22, 2003), previously presided over by Mr. Felip Puig i Godes

(2) Since November 2, 2003, in substitution of Mr. Celestino Corbacho i Chaves

(3) Since July 28, 2003, in substitution of Ms. Carme San Miguel i Ruibal

(4) Since December 10, 2003, in substitution of Mr. Antoni Prunés i Santamaria

**The new composition of the Board of Management as of March 3, 2004 was as follows:**

---

<b>President</b>	Joaquim Nadal i Farreras
<b>1st Vice-Presidente</b>	Xavier Casas i Masjoan
<b>2nd Vice-President</b>	Maite Arqué i Ferrer
<b>Members</b>	Martí Carnicer i Vidal
	Jordi Casso i Samsó
	Jordi Cots i Domínguez
	Ricard Fernández i Ontiveros
	Jordi Follia i Alsina
	Jordi Hereu i Boher
	Jordi Julià i Sort
	Josep Mayoral i Antigas
	Manel Nadal i Farreras
	Oriol Nel·lo i Colom
	Dídac Pestaña i Rodríguez
	Jordi Portabella i Calvete
	Anna Sala i Andrés
	Lluís Tejedor i Ballesteros
<b>Members and Managing Director</b>	Ramon Seró i Esteve
<b>Observers</b>	José M <sup>a</sup> Cacho Herrero
	Miguel Pozo de Castro
<b>Secretary</b>	Montserrat Viñas i Pons

---



## Executive Committee

The Executive Committee of the Board of Directors is comprised of six members, three in representation of the Generalitat (Government) of Catalonia, two in representation of local Administrative bodies and one in representation of AMTU. The meetings are also attended by the Managing Director and the Technical Director.

It has the general function of examining, and presenting to the Board of Directors, proposals for planning instruments of the Metropolitan Public Transport System, financing agreements and service contracts with administrative bodies and operators, the fare system and annual budgets, among others.

### Members of the Executive Committee at December 31, 2003:

---

<b>President</b>	Francesc X. Ventura i Teixidor
<b>Members</b>	Maite Arqué i Ferrer (1)
	Antoni Lluch i Molinari
	Anna Sala i Andrés (2)
	Ramon Seró i Esteve
	Enric Ticó i Buxadós
<b>Secretary</b>	Montserrat Viñas i Pons

---

(1) Since December 10, 2003, position previously held by Ms. Carme San Miguel i Ruibal

(2) Since December 10, 2003, position previously held by Mr. Antoni Prunés i Santamaria

### The Executive Committee named by the new Board of Management has the following composition:

---

<b>President</b>	Ramon Seró i Esteve
<b>Members</b>	Maite Arqué i Ferrer
	Jordi Hereu i Boher
	Jordi Julià i Sort
	Manel Nadal i Farreras
	Anna Sala i Andrés
<b>Secretary</b>	Montserrat Viñas i Pons

---

## Users and Beneficiaries Platform

The Users and Beneficiaries Platform of Metropolitan Transport is the organ of participation and consultation of institutional and social agents in the operation of the Metropolitan Public Transport System within the area of Barcelona. Its members on December 31, 2003 were:

---

<b>President</b>	Maite Arqué i Ferrer (1)
<b>Members designated by the Board of Directors</b>	Francesc X. Ventura i Teixidor Carme San Miguel i Ruibal
<b>In representation bodies</b>	
Joan Antoni Pavón i Montagut	Catalan Association of Municipalities
José Luis Rodrigo Jiménez	Association for the Promotion of Public Transport
Manel Ferri i Tomás	Comissions Obreres (Workers' Union)
Julián Carrasco i González	Confederation of Neighbourhood Associations of Catalonia
Miquel Martí i Escursell	Council of Chambers of Commerce of Catalonia
Neus Petreñas i Urdangarín	Federation of Neighbourhood Associations of Barcelona
Joan Carles Sánchez i Salinas	Federation of Municipalities of Catalonia
Salvador Alapont i Sisquella	Department of Employment
Joan Torres i Carol	RACC Foundation
Joan Paz i Sánchez	General Workers Union
<b>Secretary</b>	Mayte Capdet i Sorribes

---

(1) Since November 2, 2003, in substitution of Mr. Celestino Corbacho

## Operators' Technical Platform

The Operators' Technical Platform of Metropolitan Transport is the organ of collaboration and consultation of the Consortium of the MTA in questions of a technical nature and is composed of representatives of the operators of public transport systems in the metropolitan region.



Members of the Operators' Technical Platform on December 31, 2003:

<b>President</b>	Francesc X. Ventura i Teixidor	
<b>In representation of the operators</b>	Albert Tortajada i Flores, i Oriol Juncadella i Fortuny Abelardo Carrillo Jiménez, i Josep Manau i Fuster Constantí Serrallonga i Tintoré, i Manel Villalante i Llauredó Fermín Casquete i Álvarez, i Josep M. Martí i Escursell	FGC Rodalies Renfe (Suburban State railways) TMB  Private Operators
<b>Guest with permanent character</b>	Joan Álvarez i Torras	President of the FECAV
<b>Secretary</b>	Jordi Prat i Soler	

## Legal Advisory Commission

This commission provides aid and advisory services to the Executive Committee. Its members on December 31, 2003 were:

Josep M. Fortuny i Olivé	Generalitat of Catalonia
Jaume Galofré i Crespí	Barcelona City Council
Sebastià Grau i Àvila	EMT
Josep Maria Amorós i Bosch	AMTU
Montserrat Viñas i Pons	ATM

## Technical Commission

The Technical Commission provides technical advice to the Executive Committee. Its members on December 31, 2003 were:

Francesc X. Ventura i Teixidor	President of the Commission
Jordi Casso i Samsó	DPTOP
Marc A. Garcia i López	DPTOP
Josep A. Acebillo i Marín	Barcelona City Council
Pelayo Martínez i Bauluz	EMT
Lluís Alegre i Valls	AMTU
Josep Lluís Castell i Romero	AMTU
Albert Tortajada i Flores	FGC
Constantí Serrallonga i Tintoré	TMB
Jordi Prat i Soler	MTA
Montserrat Viñas i Pons	Secretary

## Economic Commission

The Economic Commission provides economic advisory services to the Executive Committee. Its members on December 31, 2003 were:

---

Francesc X. Ventura i Teixidor	President of the Commission
Gemma Mata i Camps	DPTOP
Josep Pagès i Muñoz	DEF
Joan Raurich i Llach	Barcelona City Council
Albert Martínez i Lacambra	EMT
Joan Benet i Guardiola	AMTU
Lluís Huguet i Viñallonga	FGC
Constantí Serrallonga i Tintoré	TMB
Jordi Prat i Soler	MTA
Montserrat Viñas i Pons	Secretary

---







## Integrated fare system Follow-up Committee

The Board of Directors of November 15, 2000 agreed to the creation of the Integrated Fare System Follow-up Committee (Comitè de Seguiment de la Integració Tarifària - CSIT) composed of the administrative bodies and operators involved, as technical support for follow-up of the integrated fare system within its area of management. Its members on December 31, 2003 were:

### In representation of the administrative bodies:

Generalitat of Catalonia	Marc A. García i López
Barcelona City Council	Manel Villalante i Llauredó
EMT	M. Teresa Carrillo i Palacín
AMTU	Fermí Manchado i Zambudio

### In representation of the public operators:

TMB	Francesc Bellver i Creus
FGC	Enric González i Margarit
Rodalies Renfe	Miguel Ángel Remacha Fuentes

### In representation of groups of private operators:

Private Operators EMT Area	Fermín Casquete Álvarez
Private Operators intercity area	Salvador Alapont i Sisquella
Private Operators urban area other municipalities	Manel Puig i Belza

### Representatives of the MTA:

Managing Director	Francesc X. Ventura i Teixidor
Technical Director	Jordi Prat i Soler
Head of Information Systems	Eduard Blasco i González
Head of Communication and Studies	Mayte Capdet i Sorribes
Head of the Financing System Unit	Lluís Rams i Riera



## **3 ORGANISATIONAL STRUCTURE AND HUMAN RESOURCES**

### **3.1 Organisational structure**

During 2003 there were no changes in the organisational chart of the MTA. The managerial team on December 31, 2003 was comprised of 34 people.

The Organisational structure of MTA is comprised of the General Management, on which Technical Management depends, and including the Units for Planning, Project Development, Relations with Operators and Financing System, as well as Operating Services integrated in the General Secretariat, Administration, Communication and Studies and Information Systems and Engineering.

#### **Technical Management**

- Planning Unit: its main functions are the elaboration, follow-up and update of the Infrastructures Management Plan, follow-up of the actions of the Agreement for Financing Infrastructures, the drafting of the Services Plan, performance of studies of layout and mobility, co-ordination of the corresponding follow-up commissions, etc.
- Project Development Unit: Its main functions are the development of the Project for the Diagonal - Baix Llobregat Tramway and the Sant Martí - Besòs tramway, projects for improvement of interchanges, technical follow-up of contracts for the supply of rolling stock, etc.
- Operator Liaison Unit: its main functions are the follow-up of Contracts with different transport operators, follow-up of subventions, co-ordination of the quality system, etc.
- System Financing Unit: its main functions are establishing and follow-up of financing agreements with the General Government of the State and associated Administrative bodies, program contracts with public operators, etc.

#### **Services**

- General Secretary: its main functions are the preparation of agreements that are presented to governing bodies; the drafting of reports on these organs, preparation of certificates, custody of documentation, follow-up of compliance with agreements, and legal advice to the Board of Directors, Executive Committee and Commissions.
- Administration: the main functions are budget management, accounts, taxation, inventory management, human resources management, contracting, records, purchasing and maintenance management, etc.
- Communication and Studies: the main functions are the management of the integrated fare system, establishment of the contractual framework with different operators, management of the policy of subventions to transport operators., definition of the MTA quality system, management of the Transmet Information Centre, rela-



tions with the media, actions of communication and development of the implementation of the system framework, marketing studies and the creation of databases with information on the system, the Mobility Observatory, the Documentation Centre, etc.

- Information Systems and Engineering: the main functions are the construction of the cartographical bases for a system with its own geographical information, administration and management of the information system, the development of programs and applications, technical support for studies and projects, elaboration of functional requirements, validation and sales systems and the System for Exploitation Aid, etc.

### 3.2 Human resources

On December 31, 2003 the composition of the staff was:

#### **Directors and managers**

Francesc X. Ventura i Teixidor, Managing Director  
 Jordi Prat i Soler, Technical Director  
 Eduard Blasco i González, Head of Information Systems and Engineering  
 Mayte Capdet i Sorribes, Head of Communication and Studies  
 Lourdes Costa i Vidal, Head of Administrative Services  
 Xavier Roselló i Molinari, Assistant Technical Director  
 Àngel Sangrós i Bondia, Head of Project Development  
 Montserrat Viñas i Pons, General Secretary  
 Francesc Calvet i Borrull, Head of the Planning Unit  
 Maria Montaner i Maragall, Head of the Operator Liaison Unit  
 Alfred Pallardó i Beltran, Head of the Project Development Unit  
 Lluís Rams i Riera, Head of the System Financing Unit

#### **Technical and support staff**

Montserrat Alegrí i Garcia  
 Xavier Andreu i Sedó  
 Lluís Avellana i Pla  
 Magda Baró i Callejas  
 Josep Caldú i Cebrián  
 Jordi Clària i Martínez  
 Carme Fàbregas i Casas  
 Anna Farrero i Vallès  
 Montserrat Ferré i Corretja  
 Núria Fontova i Jordana  
 Sonia Gómez i Gil

Montserrat Hernández i Rovira  
 Carolina Lages i Llopis  
 Miquel Lamas i Sánchez  
 Agustí López i Marín  
 Mònica Lladó i Garcia  
 Josep Martínez i Lacambra  
 Josep Moya i Matas  
 Teresa Riba i Ventura  
 M. Asunción Roig i Roura  
 Sílvia Sanchón i Llausí  
 Rosa Solans i Castells





# 2

## 2003 Activities



## 1 PLANNING OF INFRASTRUCTURES AND SERVICES

### 1.1 Annual follow-up report on IMP 2001-2010

The Infrastructures Management Plan for public transport 2001-2010 (hereinafter IMP) was approved by the Board of Management of MTA on April 25, 2002 and finally by the Government of the Generalitat on June 25, of the same year. As in all planning, it is necessary to ensure that the application of the IMP is carried out according to the schedules it contains; in this sense, the Plan includes a five-year revision of the suitability between the action program and the evolution of mobility during this period, a function of the residential localisation of activities and equipment, as well as an annual follow-up report on the degree of compliance with the actions included in the IMP.

This annual report, corresponding to the first year of application of the IMP (until June 2003), was presented to the Board of Management of MTA on July 28. It analysed the social and economic evolution of the Barcelona Metropolitan Area (BMA), comparing the situation in 2002 of the main parameters population, car ownership, new housing with that defined in the Plan in 1999. It then presented the data of the Metropolitan Public Transport System for 2002, also briefly describing its recent evolution. It then immediately entered into the main part of the follow-up report, with a description of the state of execution of each of the actions approved in the IMP, grouped by programs; Finally it gave an account

of the situation of the viability studies for new actions, agreed on development of the IMP (this section is included in point 1.3 of this activity report).

The table below, extracted from the above report, shows the state of execution of the actions of the IMP to June 2003. The amount of investment in the degree of material execution of each action, as well as for the three programs and the whole of the IMP. This required obtaining detailed information on the work really executed through certification of the work provided in each case by the responsible organisation: the General Directorate of Ports and Transport, in the majority of actions, but also GISA (with relations valued for L9) and MTA itself (in the case of the tramway).

#### Summary of adjudications and investments made at June 2003

Action program	Budget <sup>(1)</sup> (M€)	Work adjudicated (M€)	Investment made <sup>(2)</sup> (M€)	Degree of bidding (%)	Degree of execution (%)
Extension of the network	5.367,08	3.423,74	276,43	63,79	5,15
Modernisation and improvement	544,82	68,89	45,49	12,81	8,35
Interchanges	261,20	12,13	3,37	4,64	1,29
<b>Total IMP<sup>(3)</sup></b>	<b>6.173,10</b>	<b>3.505,66</b>	<b>325,29</b>	<b>56,79</b>	<b>5,27</b>

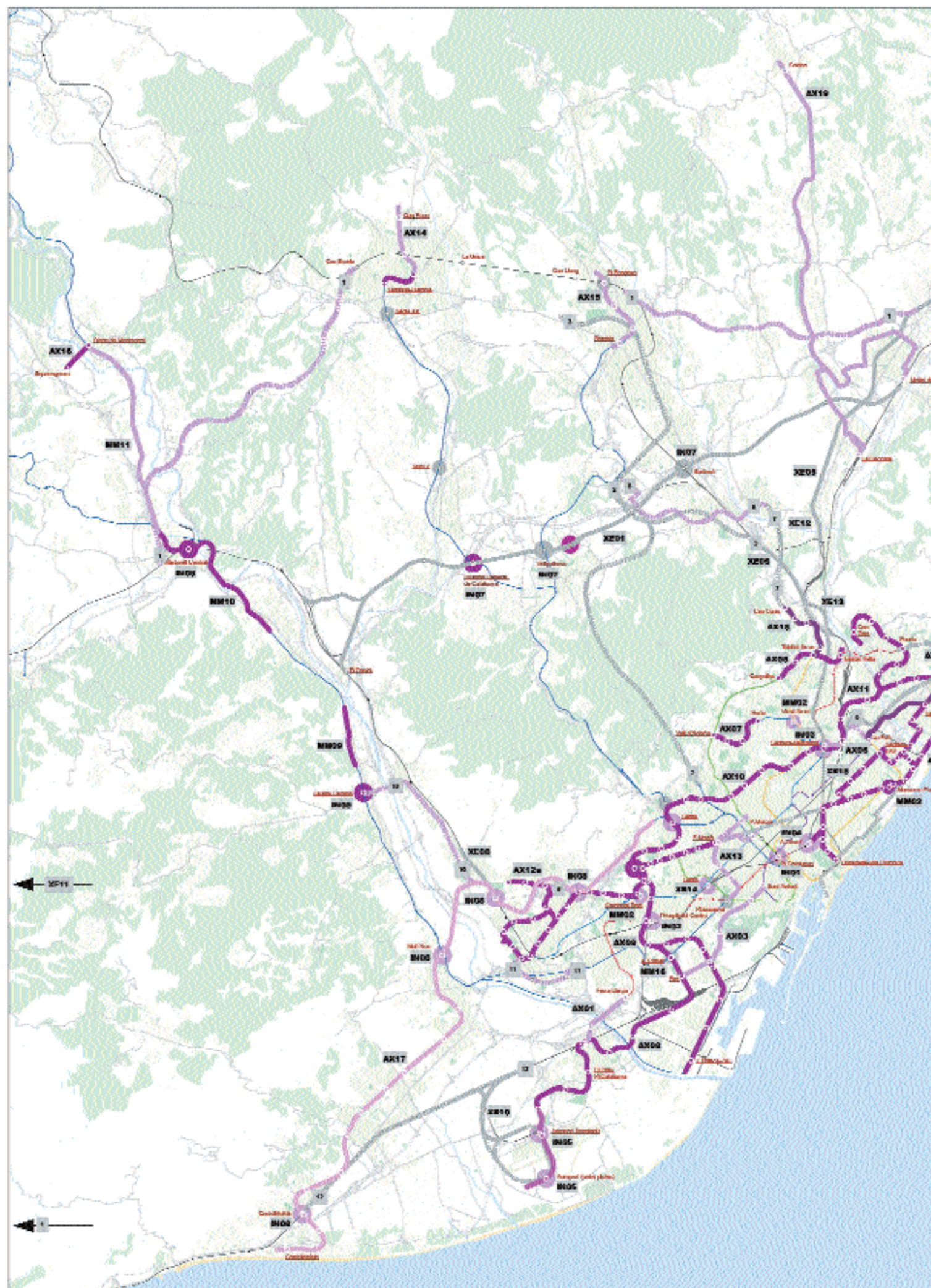
(1) Budget allocated to the IMP 2001-2010 or to the Infrastructure Financing Agreement

(2)Source: General Directorate of Ports and Transports (Infrastructure Financing Agreement), GISA (L9) and MTA (Tramway)

(3) Without the program of activities on the state railway network

The situation at December 2003 of the actions of the different programs is shown in the following tables:











## Program for extension of the network

Action	Situation at December 2003
AX01 - Extension of L1 Feixa Llarga-El Prat (Pl. Catalunya)	Informative and environmental impact study begun
AX02 - Extension L1 Fondo-Badalona Centre	Not begun
AX03 - Connection L2 Sant Antoni-Fira Montjuïc 2	Construction project in development
AX04 - Extension L2 Pep Ventura-Badalona Centre*	Construction project commissioned
AX05 - Extension L3 Canyelles-Trinitat Nova*	Work adjudicated and in execution
AX06 - Extension L4 La Pau-Sagrera HST*	Informative study drafted, to be modified
AX07 - Extension L5 Horta-Vall d'Hebron*	Work adjudicated and in execution
AX13 - Extension FGC Pl. Espanya - F. Macià- Gràcia/Provença	Informative and environmental impact study
AX14 - Extension Terrassa Rambla-UPC/ Vallparadís*	Work adjudicated and in execution
AX15 - Extension FGC Sabadell Rambla - Pl. Espanya	Informative study under review by Patrimoni Cultural (Cultural Heritage)
AX16 - Cable car Esparreguera-Olesa* (included in action MM11)	Work adjudicated
AX17 - Line Castelldefels- Sant Boi- Sarrià	Layout approved from the study of alternatives. Construction project in development
AX18 - Light rail Trinitat Nova-Can Cuiàs. Superstructure*	Coming into service on December 14
AX19 - Platform reserved for buses Caldes Montbui- Mollet/Santa Perpètua	Informative study drafted
Line L9 (Actions AX08-11)	
L9. Tram Sagrera Meridiana-Can Zam/Gorg	Project and work on infrastructure and stations adjudicated. In execution
L9. Sections Airport-Parc Logístic-Zona Universitària-Sagrera Meridiana	Work adjudicated (except section Airport - El Prat)
L9. Tunnel Sagrera Meridiana-Parc Logístic	Work adjudicated
L9. Sectorial projects (lifts, escalators, fare system)	Adjudicated
Tramway	
AX12a - Diagonal - Baix Llobregat Tramway	Adjudicated and in execution
AX12b - Tramway Glòries-Besòs	Adjudicated and in execution
Rolling stock (L9, renovation L5 and others, 89 trains)	Adjudicated

\* Action included in the 3rd Infrastructure Financing Agreement

## Program of modernisation and improvement

Action	Situation at December 2003
MM01 - Conversion of L4 in to L2. La Pau Pep Ventura*	In service
MM02 - New Metro stations	
Maresme (L4)*	In service
Metro Cardenal Reig (L5)*	Informative study + environmental impact study + construction project drafted
Virrei Amat (L5)*	Informative study, environmental impact and construction project begun
MM03 - Improvements to stations and new concourses (Vallcarca + Feixa Llarga)	Construction project in development for Vallcarca, finished for Feixa Llarga and in execution for Sants Station (L3)
MM04 - Adaptation of metro stations to the mobility handicapped (Lines 1, 3, 4 and 5)*	Bidding for works on lines 1, 4 and 5
MM05 - Renovation of the metro track	Adjudicated, except for L3 (FMB)
MM06 - Improved operation and maintenance	No data available
MM07 - Security in the Metro system	Adjudicated the system of centralised video-surveillance (48 stations) (FMB)
MM08 - ATP-ATO Line 4	Adjudicated
MM09 - Semi-coverage at Pallejà (FGC)*	Work adjudicated and in execution
MM10 - Laying of double track El Palau- Martorell (FGC)*	Work adjudicated and in execution
MM11 - Laying of double track Martorell- Olesa (FGC)*	Pending declaration of environmental impact
MM12 - Suppression of level crossings (FGC)*	Adjudicated Callús, in bidding for Piera, and drafted for Vallbona and Masquefa
MM13 - Adaptation to mobility handicapped people (FGC)	Construction projects for adaptation being drafted
MM14 - Lengthening of platforms Bonanova and Tres Torres (FGC)*	In service
MM15 - Signalling and traffic control (FGC)	No data available
MM16 - New station at Amadeu Torner	Not begun

\* Action included in the 3rd Infrastructure Financing Agreement

## Program of Interchanges

### Action

IN01 - Interchange Pl. Catalunya (Metro L1-L2-L3-L4, FGC and Renfe)

IN02 - Interchange l'Hospitalet Centre (metro L1-L9 and Renfe)

IN03 - Interchange Sagrera Meridiana

IN04 - Interchange Arc de Triomf\*

IN05 - Interchanges related to the HST (High Speed Train)

IN06 - Interchange Martorell Central (FGC, Renfe and Bus Station)

IN07 - Interchanges line El Papiol - Mollet (Renfe and FGC)

IN08 - Interchanges line Castelldefels - Sant Boi - Cornellà

IN09 - Interchange Quatre Camins\*

IN10 - Dissuasion car parks (FGC)

IN11 - New bus stations and car parks at metro stations

### Situation at December 2003

Pre-project drafted and economic viability study (MTA)

Basic project drafted (in collaboration with the Ministry of Development and l'Hospitalet Town Hall)

Project and environmental impact study in bidding

In review study of alternatives for remodelling and improved accesses

Responsibility of GIF, new passing tunnel destined to the HST

Including double track for FGC Palau-Martorell

Completed the study of demand for the line and the interchanges (MTA)

To be planned in the construction project of L12

In service, opened on 4/7/03

No data available

Bidding for bus station at Cerdanyola del Vallès

\* Action included in the 3rd Infrastructure Financing Agreement





In this first year of application of the IMP 2001-2010, the preparatory activities (drafting of informative studies or construction projects) has begun in almost all actions. The work on the main projects is in execution (L9, the two trams, the extension of L5, the light rail in Can Cuiàs already in service, etc.), and this means a level of adjudication of 56.79% of all the actions. Finally, the works already executed involved an investment of 325.3 M , 5.27% of the total investment planned in these programs of the IMP 2001-2010 (data from the annual report of June 2003).

## 1.2 Development of IMP activities

In order to develop the IMP 2001-2010 approved by Government Council of the Generalitat on June 25, 2002, MTA has drafted studies on three actions:

- Study of alternative layouts for the new line Castelldefels - Sant Boi - Sarrià: call for tenders on June 13, 2002; the study with the layout agreed with the Town Halls and the Follow-up Commission was approved by the Board of Management on May 8, 2003 (see layout on attached map).
- Basic project of the interchange of Torrasa (L'Hospitalet de Llobregat): in development of the Agreement signed by the Town Hall, the call for tenders was held on June 13, 2002 and, after the agreement with the Ministry of Development, the GIF and the associated Administrative bodies, it was finalised in May 2003 (see plan and section in the attached drawing).
- Study of layout alternatives of the light rail Badalona Centre - Can Ruti (currently in elaboration): apart from the layout, the study will also establish the starting point of the light rail.

On the other hand, the MTA actively participates in the Follow-up Commissions promoted by the General Directorate of Ports and Transport, the construction projects, informative and technical viability studies of the following 20 actions of the IMP:

- Extension of line L1: Hospital de Bellvitge - El Prat de Llobregat
- New vestibule and connection to the Hospital de Bellvitge station of L1
- Extension of line L2 between Sant Antoni and Fira 2
- New vestibule at the Vallcarca station on line L3
- New station of line L4 at Virrei Amat with connection to L5
- New station on L5 at Sant Ramon
- New vestibule at the Can Vidalet station on line L5
- Informative study of the new line L12: Castelldefels - Sarrià
- Extension Terrassa Rambla - Can Roca (FGC)
- Extension Sabadell Rambla - Pl. Espanya (FGC)
- New vestibule at the Almeda station of FGC
- Widening of the platform direction Sarrià of Provença station of FGC
- New vestibule on the Roselló side of the Provença station of FGC
- Functional study of the Sarrià station of FGC
- New station at Vullpalleres (FGC)

- Extension of platforms and improved accessibility to the station Peu de Funicular of FGC
- Layout L12
- Improved accessibility to the FGC stations (adaptation to mobility handicapped)
- Extension of platforms on Sant Gervasi station (FGC) and improved accessibility
- Lane reserved for buses on the A-2 highway between Avinguda Diagonal and Molins de Rei
- Arc de Triomf Interchange

### 1.3 Viability studies derived from the IMP

As a result of the allegations presented to the initially approved IMP, it was agreed to submit some of the actions derived from these requests to viability studies in order to be able to decide whether to include them or not in this IMP 2001-2010 (in the second five years) or in future Plans.

The viability studies carried out during 2003 were:

- Joint study of the new orbital line railway Mataró - Granollers, Granollers - Sabadell, Terrassa - Martorell and Vilafranca - Vilanova (in phase of execution), with an independent Follow-up Commission for each of the four sections.
- Extension of the Diagonal - Baix Llobregat tramway, on the section Sant Feliu - Molins de Rei - Quatre Camins
- Alternative layouts of the Tramway Cerdanyola - Centre Direccional - UAB/Sant Cugat
- Viability study of a new FGC station between the stations of Sarrià and Peu del Funicular at Carrer Anglí

In addition to a call for tenders and adjudication of two other viability studies, currently in the development phase:

- Viability study of the extension: Sabadell - Castellar del Vallès (FGC)
- Viability study and layout alternatives of the tramway Cornellà - Almeda - Feixa Llarga

### 1.4 Other studies and layout projects

On the one hand, emphasise the elaboration of the document "*Underpasses*", drafted in collaboration with Renfe and the General Directorate of Ports and Transport, and which analyses twelve stations on the suburban network of Barcelona that require specific treatment for an underpass to enable closure on implementation of the integrated fare system, and specific technical proposals are being formulated and evaluated. The stations analysed are Vilanova i la Geltrú, Sitges, Platja de Castelldefels, Castelldefels, Gavà, Vilassar de Mar, El Masnou, Arenys de Mar, Mollet - Sant Fost, Montmeló, Montcada i Reixac - Santa Maria and Barberà del Vallès.



On the other hand, the MTA has commissioned the report *Compatibility of the emplacement of the synchrotron with the railway layouts in the area of the Centre Direccional del Vallès*, analysing the repercussion of the construction of the synchrotron in relation to the different proposals for railway infrastructures in this area.

Finally, the MTA has also drafted the document *Initial proposal for priority actions in public transport for BMA Industrial Estates*, as a result of the Agreement signed by the Association Industrial Pact of BMA and MTA, formulating a first proposal for actions in 20 industrial estates with the lowest offer of Public Transport services.

### 1.5. Plan for Public Transport Services 2005

The Plan of Services is an instrument for development of the function of planning services and establishing operational programs coordinated by all companies providing services, a function granted to the MTA by the fourth article of the Statutes, in its second point b).

The proposed Services Plan was presented to the Board of Management on December 12, 2002 and during 2003 work continued on various complementary studies. The contents these studies are summarised at the end of this point and are:

- Viability of the implementation of a lane reserved for buses on the main accesses to Barcelona
- Study of the mobility of distribution of intercity bus stops inside Barcelona
- Current situation and proposals for improvement of the traffic light controlled intersections along the itineraries of regular passenger transport services (BMA)

The upcoming opening of the Forum International of the Cultures in May 2004 has led to the signature of a collaboration agreement between the organisation and MTA by which ATM provides support in the planning of public transport services providing access and the manufacture of special integrated transport tickets for the event.

Continued studies in collaboration with Town Halls on the reorganisation of municipal transport services. This year they have been finalised with the following municipalities:

- Granollers and surrounding municipalities: Canovelles, Les Franqueses and La Roca
- Vilassar de Mar, Cabrils and Cabrera de Mar
- Igualada and surrounding municipalities

Furthermore, in view of the amplification of services for the mobility handicapped in the whole area of the BMA, a study has been undertaken to determine the criteria of service to this group compared to the severely mobility handicapped, who cannot access normal adapted services.





In the field of nomenclature, an initial proposal has been drafted for the names of the stops of the tramway Sant Martí - Besòs.

In conjunction with the Official College of Industrial Engineers of Catalonia a study was commissioned on the comparison of the capacity of different modes of urban and metropolitan transport.

#### **1.5.1. Viability of the implementation of a lane reserved for buses on the main accesses to Barcelona**

The purpose of this study was the analysis of the economic-social viability of bus lanes with specific infrastructure on the four main accesses to Barcelona. The definition and evaluation of the actions required for the implementation of the bus lane on these sections are described below.

##### **A) Corridor Diagonal - Molins de Rei (11.1 km)**

The study for "Implementation of a lane reserved for buses on the AP-2 highway between Molins de Rei and Avinguda Diagonal" drafted under commission of the General Directorate of Ports and Transport, defines various alternatives, all of them based on the construction of a central roadway separated in two reversible lanes, with different possibilities regarding entries and exits to and from the general road network.

The section of the AP-2 highway from Diagonal to the Litoral Ring Road begins with the connection between Diagonal and the AP-2 highway at the level of the Dalt ring road and all the on and off ramps and accesses to Esplugues. It is a section where there will be connections between the existing infrastructures and those corresponding to the inclusion of the new central lanes reserved for buses along the edges of Diagonal. The alternative considered manages complete continuity of the central roadway, defined as the central portion of the AP-2 highway, with the bus lanes existing in Diagonal.

The continuation along the AP-2 highway, of about 4.5 km, includes a central roadway, which begins at the intersection described above to the intersection of the AP-2 highway, the Litoral ring road and the N-II highway, where there must be specific underground slip roads for buses making it possible for traffic from the N-II to join the central, separated roadway of the AP-2 highway.

The section of the AP-2 highway from the Litoral ring road to the intersection with Molins de Rei, of about 5 km, will have central segregated roadway which begins at the above section and ends at the intersection for Molins de Rei.

The Follow-up Commission has declared the technical viability of this solution.





## B) Corridor Gran Via South (3.3 km)

A definition of the bus lane designated solely for public transport services (bus and taxi) with origin or destination at the new intermodal station of Prat de Llobregat and the B-201 road could be placed in the median strip of the highway but it would be at the cost of lanes designated for general traffic which would therefore have the number of lanes reduced by the remodelling.

However, it is also important to consider that the construction of the southern variant brought about a significant reduction of the traffic intensity in the corridor and that there are now no significant delays in this section.

The low amount of time saved means that the analysis of the viability of implementation in this section is outside the scope this study. It is not considered convenient to implement a bus lane in this section.

## C) Corridor Meridiana - C58 (6.5 km)

The study "Implementation of a lane reserved for buses on the C-58 highway, between the Ripollet intersection and Avinguda Meridiana" drafted by commission of the DPTOP in 2001, defines two alternatives, one following the layout of the highway and the other along the N-150 road. Both are based on the concept of a single lane entering Barcelona.

The alternative considered runs along the C-58 highway. It has its origin at the intersection of the Meridiana with Avinguda de Rio de Janeiro, and finalises before of the works for the construction of a pass over the Renfe line close to the Ripollet intersection. The bus-only lane would be placed on the right of the highway entering Barcelona by widening the roadway and separating it using *New Jersey* type rigid safety barriers. The lane would run along a viaduct for about 2 km to enter the Meridiana, passing over N-150, the Renfe railway line and other roads in this area, with a layout almost parallel to the C-58 highway; and also along an elevated structure to pass over the accesses to the service station located on this highway.

The section from the intersection for Ripollet to the A-7 highway, about 3 km, cannot be located like the previous section on the right of the roadway in direction Barcelona, as the Ripollet slip roads would prevent it from continuing; the ideal placement would be a central segregated roadway which would connect with that described below by a specific slip road reserved for buses.

The General Directorate of Ports and Transport is drafting the construction pre-project for this access. Even though technically viable, the cost is high.

#### D) Corridor Gran Via North (7.5 km)

The section of the C-31 highway N from the Litoral ring road to the intersection with the B-500 has an elevated layout, in viaduct in some sections, over the urban section that it crosses (Sant Adrià and Badalona) and has considerable space limitations (narrow median strip) for the installation of lanes without affecting the offer for general traffic, as well as the difficulties of connection with the Litoral ring road intersection. All these factors make it practically unviable to install a bus lane without reducing the number of lanes for general traffic in a section where, furthermore, the traffic intensity of buses is lower than that of the other corridors.

The section of the C-31 highway North, from the intersection with the B-500 to the intersection with the B-20 presents a similar pattern as the previous section, although in this case there is the possibility of widening the highway platform along the outer edge. In spite of all this, and as a bus lane in this section would not continue in the direction of Barcelona, its implementation in an isolated way would mean practically no improvement of the total travel time for the corridor and, in view of the restrictions it would imply for the section of Badalona mentioned earlier, the implementation of the bus lane has been discarded.

The study of alternatives of the General Directorate of Ports and Transport confirmed the low constructive viability of this project.

#### **1.5.2. Mobility of dispersion**

The purpose of this study was the analysis of the movements of users with origin outside Barcelona once they alight from the intercity bus. This information could help in deciding the suitability of the locations of these bus stations or the convenience of changing their location.

The area of the study was all the lines operated by the General Directorate of Ports and Transport and the EMT with interurban character plus national and international buses.

The number of stops considered was 24, including the station of Fabra i Puig, station del Nord, Sagrera, Sants station, Borrell - Josep Tarradellas, Collblanc and Pl. Espanya (Paral·lel).

The study consisted of 3,415 personal interviews with users/customers while they were waiting to take an intercity bus.



Some of the conclusions reached by the study are:

- For 64.5% of those interviewed the trip was made for work or study purposes
- 43.7% of those interviewed walked to the bus stop. The second most often used means of transport was the metro
- 50% of the people interviewed used the bus instead of the train, as an alternative means of transport, because the bus stop was closer to the origin and/or destination. 33.2% of the people interviewed considered it more comfortable and 25.7% used the bus because there was no train station in their place of residence
- The average travel time on the bus was 36.2 minutes for all the passengers in the sample
- The average approach time, that is the average time taken by the people interviewed to reach the bus stop, was 15.3 minutes
- The average distance travelled by the people interviewed who walked to the bus stop was 575 meters.

### ***1.5.3. Current situation and proposals for improvement of traffic light controlled intersections along the itineraries of regular passenger transport services***

An inventory of problematic intersections was carried out by a survey of operators asking them where they found most difficulties. The information obtained was used to identify a series of conflictive points on the road network.

A selection was then made of the most important points, while also attempting to ensure that there was a certain territorial homogeneity. These intersections or sections of roadway were in the municipalities of Vilafranca del Penedès, Pal·lejà, La Palma de Cervelló, Terrassa, Sabadell (2 points), Barberà del Vallès, Montcada i Reixac, Mollet del Vallès (4 points), Granollers (2 points), Mataró, La Llagosta, Arenys de Munt, Esparreguera, Cardedeu and Vilassar de Dalt.

The following information was provided on each intersection:

- Inventory of roads and traffic light phases
- Map of directional estimate
- Manual estimate
- Photographic inventory
- Composition of the traffic
- Analysis of intensities and capacities
- Diagnosis and proposals
- Intensities and capacities resulting from the application of the proposal

In general, the solutions proposed were changes in the times for the green light to favour the movement of buses, although it was often found that all that was necessary was to eliminate illegal parking.



## 2 PROJECT MANAGEMENT

### 2.1 Tramway Diagonal - Baix Llobregat

The Board of Management of the MTA, in an ordinary meeting held on February 27, finally approved Modification number 1 of the Constructive Project of the Tramway System - Light Rail in the corridor Diagonal - Baix Llobregat, corresponding to the section Av. Diagonal / Martí Franqués - Carretera de Collblanc.

The Executive Committee of April 3, 2003 approved the technical aspects of the adjustments to the layout to Av. Barcelona and to Av. Baix Llobregat, in the municipalities of Sant Joan Despí and Cornellà de Llobregat. These adjustments, which were formalised in Modification number 2, meant the substitution of stops 27 and 28 by a single stop in Av. Baix Llobregat at the level of Carrer de la Font Santa and the prolongation of line T2 along Av. Barcelona, executing as single track the section of T3 from Av. Baix Llobregat to the new stop. The modified project was finally approved by the Board of Management on July 28, 2003.

This same meeting of the Board of Management approved the Operational Project of the system and the annual costs involved, both for the first phase planned (lines T1, T2 and T3 to P28), and the second phase (T3 to P31).

The Operational Project describes the tramway network and the frequency of the trams as follows:

- The network is composed of three lines, which are referred to as T1, T2 and T3.
- These three lines share common sections during operation: all of them run along the section P01-P16 (Francesc Macià- Montesa). After this station, lines T1 and T2 share a section to P22 (Bon Viatge) where line 1 terminates, whereas line 2 continues to the end of Av. Barcelona. On the other hand, line 3, apart from the common section, continues from the deviation after P16 to stop P31 (Regional Council of Baix Llobregat).
- Frequencies:

#### Frequencies on working days

	5-7 h	7-22 h	22-24 h	22-2 h (Fri. and Sat.)
<b>P1 - P22</b>	20'	5' - 10'	20'	20'
<b>P22 - P26</b>	20'	15'	20'	20'
<b>P16 - P31</b>	20'	15'	20'	20'
<b>Common trunk section</b>	10'	5'	10'	10'



### Frequencies on Saturdays

	5-16 h	16-22 h	22-2 h
<b>P1 - P22</b>	20'	15'	20'
<b>P1 - P26</b>	20'	15'	20'
<b>P16 - P31</b>	20'	15'	20'
<b>Common trunk section</b>	10'	7,5'	10'

### Frequencies on Sundays, bank holidays and holiday eves

	6-24 h	24-2 h
<b>P1 - P22</b>	20'	20'
<b>P1 - P26</b>	20'	20'
<b>P16 - P31</b>	20'	20'
<b>Common trunk section</b>	10'	10'

The most outstanding goals achieved in the process of commissioning the tramway network of Baix Llobregat during 2003 were:

- In April the first four newly constructed trams passed all the static and dynamic tests for approval by the General Directorate of Ports and Transport of the Generalitat.
- The first trams were delivered to the Sant Joan Despí depot in May.
- In August they began operation as a trial period on the sections between stops 20 and 22 in Sant Joan Despí and Cornellà de Llobregat.
- In September the Maria Cristina interchange was opened and in November the Palau Reial interchange came into service.
- In mid-November tests began with trams between stops 22 and 26 to Sant Joan Despí.
- At the beginning of December tests began with trams along the Diagonal.
- In December tests were carried out with trams along the whole of line T1.

A description of the most significant aspects of the works in the different municipalities follows:

Barcelona: The main actions were in Carrer d'Adolf Florensa and Av. Xile. The implementation of the tramway in this area involved the construction of an underpass between the Upper Technical Industrial and Architecture Schools and the modification of the concourses of the Maria Cristina and Palau Reial metro stations (L3), with the installation of lifts accessible to the mobility handicapped.

L'Hospitalet de Llobregat: Involving urbanisation work as well as tramway work along the Carretera de Collblanc in all the municipality, and widening of the existing roadway





to enable installation of the tramway along the pedestrian walkway over Collblanc bridge and Can Rigalt bridge. The works for transfer of an important high voltage power line made it necessary to detour traffic.

Esplugues de Llobregat: During 2003 the works were mainly concentrated in Av. Laureà Miró, where the Esplugues bridge and Can Clota bridge were both widened.

Cornellà de Llobregat: Finalisation of the works on the Carretera d'Esplugues and the Cornellà interchange which enables the tramway and road traffic to pass under the Renfe railway line.

Sant Joan Despí: Finalisation of the construction of the tramway platform along the BV-2001 highway and Av. Barcelona to stop P26. Urbanisation of the depot and construction of the workshop building.

Sant Just Desvern: Initiation of the work to re-install affected services and the Walden transformer station on Carretera Reial and beginning of track laying in Sant Martí de l'Erm. The pass under the A2 highway, including detouring traffic during the phases of execution of the work, completion of the structure and corresponding excavations.

Planned for 2004:

- In April, the first operational phase will come into commercial service.
- Continuation of the work between P28 and P31 and the later coming into service of the second phase.
- Completion of the urbanisation work for lines T1, T2 and T3.
- The urbanisation work as a Compliment to the Cession Agreement from P31 to the limits of Sant Feliu de Llobregat.

The presumably critical points of the work still pending completion could be the effects on traffic along Carretera Reial to Sant Just Desvern and the structure of the Reixat bridge.



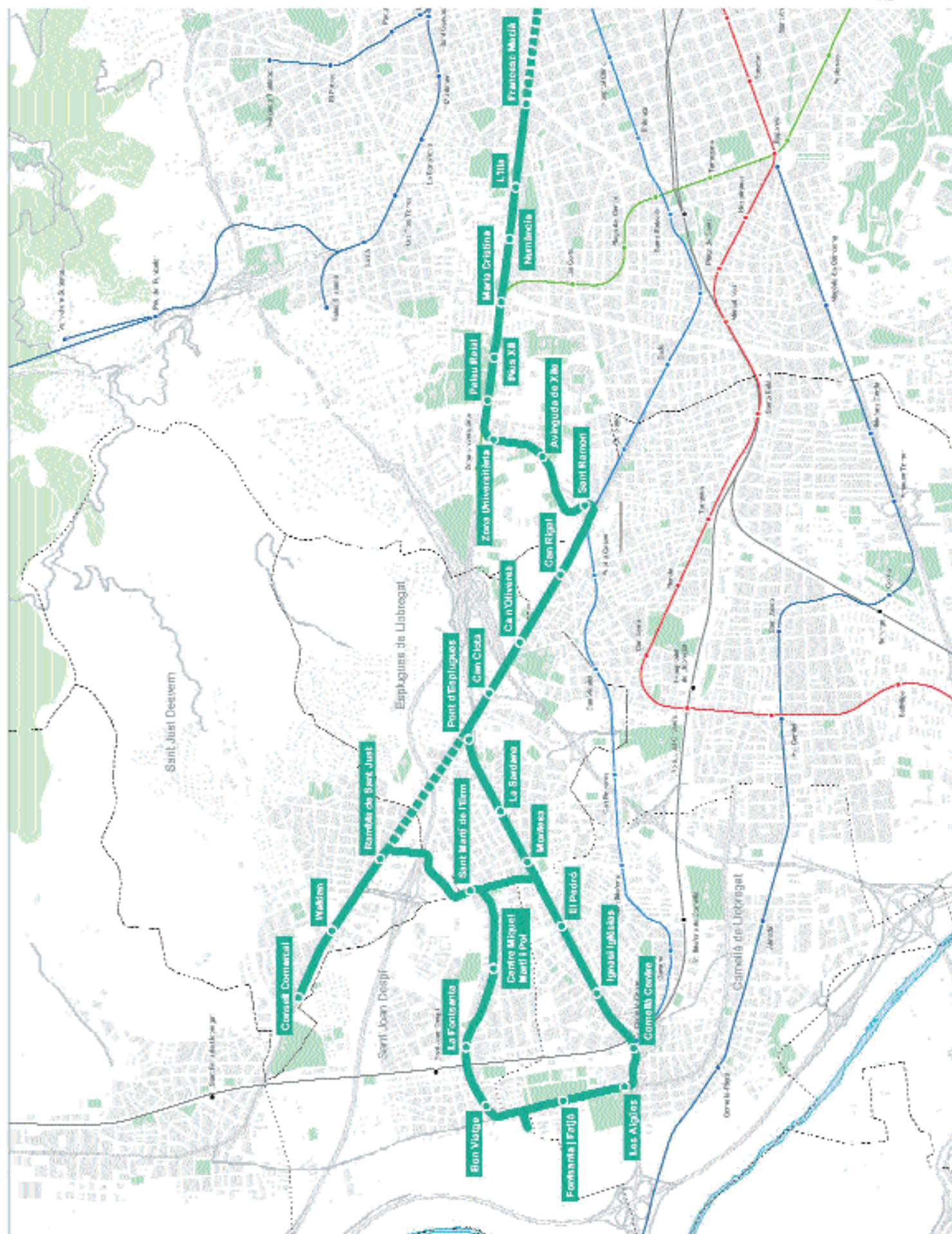


# TRAÇAT DEL TRAMBAIX



0 200 400 m

Desembre 2003





## 2.2 Tranvía Sant Martí Besòs

On January 3, 2003 the contract was signed for the execution and operation of the Tramway - Light Rail Sant Martí - Besòs in the municipalities of Barcelona, Sant Adrià de Besòs and Badalona, with a total budget of 205 M€. The tramway consists of 3 phases which in principle were defined as follows:

- Fase 1      Nord Station - Sant Adrià de Besòs (Renfe)
- Fase 2      Ciutadella / Wellington - Badalona
- Fase 3      Rambla de la Mina

The forecast schedule for coming into service were, for phase 1, the month of April 2004 and, for phase 2, the month of January 2005, in co-ordination with the works for remodelling and covering of Gran Via. The section of the Rambla de la Mina will be executed within 12 months from the time that the land becomes available.

The act of verification of the plans, the final act that begins execution of the works, was signed on January 7, 2003. As of this date the work has progressed at a good rhythm for phase 1, and with more difficulties in phase 2.

The most noteworthy incidents of phase 1 were:

- The modification of the layout of the section of phase 1 as established by the Executive Committee on September 15, along the itinerary Sant Adrià (Renfe) - Forum 2004 - Diagonal - Glòries - Meridiana - Ciutadella Vila Olímpica (L4 metro), leaving temporarily without effect the tramway-metro-train connection at Nord station.
- The Agreement signed between MTA, Infraestructures del Llevant de Barcelona, SA, and Tramvia Metropolità, SA, for collaboration in the execution of different works of the tramway system, to the industrial sector of the Carrer Taulat, was ratified by the Board of Management on July 28, 2003.
- La firma del convenio con el Ayuntamiento de Sant Adrià de Besòs modificando la sección de la plataforma a lo largo de la Av. Catalunya y reduciendo el número de paradas en la calle Cristòfol de Moura, ratificado por el Consejo de Administración de 10 de diciembre de 2003, que manifiesta el total acuerdo de Ayuntamiento con la implantación del tranvía en su término.

In the second section of the works, currently Diagonal - Rambla del Poblenou - Gran Via - Alfons el Magnànim - Cristòfol de Moura - Sant Adrià de Besòs - Badalona, there are difficulties along a large part of the layout that could seriously affect the terms for coming into service of the second phase of the tramway:

- In the Rambla del Poblenou, apart from protests from neighbours, work is being carried out by Bagursa on modification of the PGM and the necessary expropriations for widening of the platform from Carrer Perú to the Gran Via.



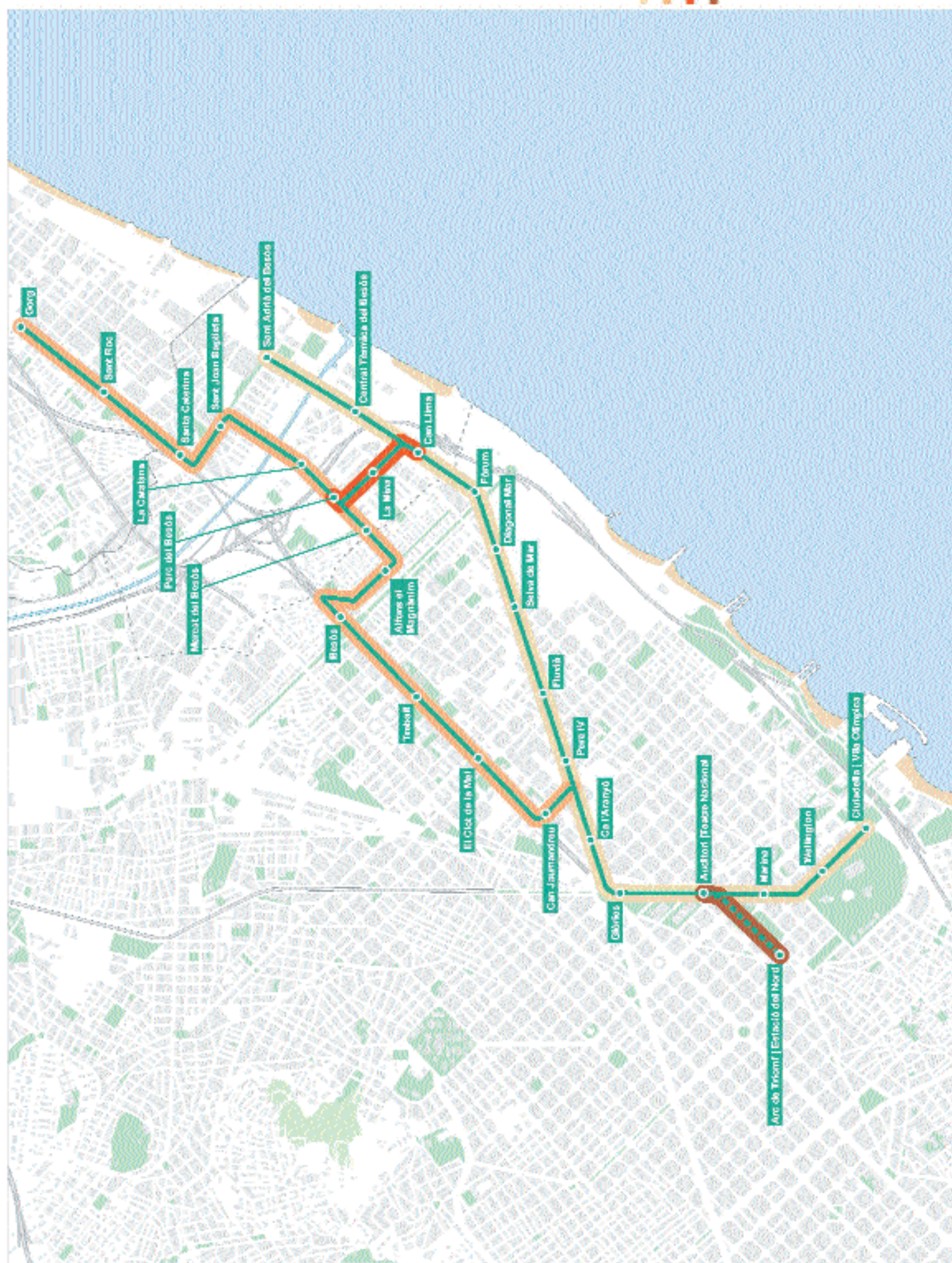
- In Alfons el Magnànim the Works Commission of the Town Hall has not yet issued to permit to begin.
- The same can be said of Carrer Cristòfol de Moura where execution is planned, without a date of finalisation, of an underground car park that occupies part of the tramway platform and having a negative effect on the construction of the tramway.
- Finally in Marquès de Mont-roig, Badalona, the pressure of the neighbours has stopped the work begun during the month of September. There are discrepancies with the municipal officials about the area of urbanisation to be completed.

The licensee issued a first version of the Operational Project on March 26, 2003, as required by the Concession contract. Later, Tramvia Metropolità del Besòs released the Operational Project with a series of clarifications resulting from a previous revision.

On September 15, the Executive Committee of MTA agreed that Line 1 of this tramway system would terminate at Carrer Wellington, instead of Nord station-Arc de Triomf. In this sense, the licensee re-drafted the Operational Project, presenting it on November 28. It is currently in the process of review by the technical services of the MTA.





TRAMVIA DEL  
BESÒS

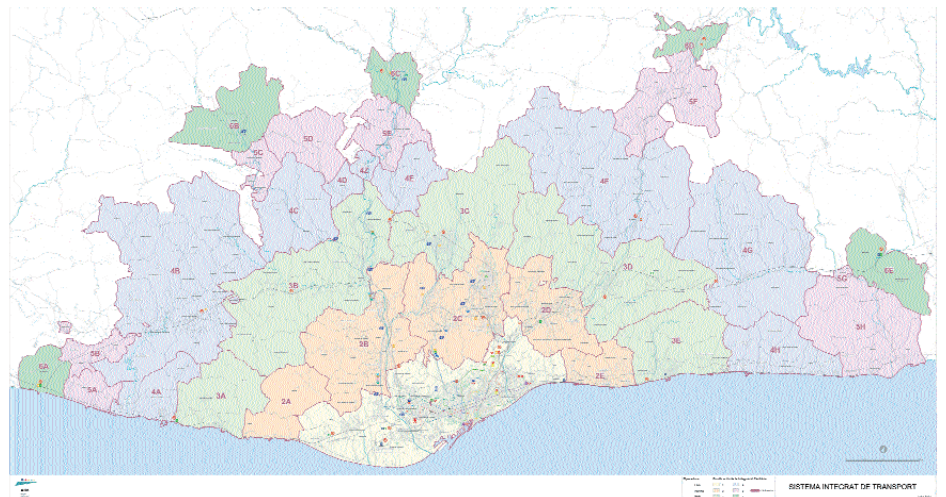




### 3 INTEGRATED FARE SYSTEM

The project for the Integrated Fare System throughout the BMA, promoted by the Generalitat (Government) of Catalonia, Barcelona City Council and the EMT, was approved by the Board of Directors of the MTA in November 2000 with the following objectives:

- Create an easy-to-understand fare system based on user accepted principles.
- Present the metropolitan public transport system as an integrated network.
- Contribute to positioning public transport as a system that is more attractive to users.



The schedule for implementation of this project with the different operators was:

#### 2001

Asser, Authosa, Autocars R. Font, Autocorb, Autos Castellbisbal, Cingles Bus, Cintoï Bus, Empresa Casas, Empresa Plana, Empresa Sagalés, Ferrocarrils de la Generalitat de Catalunya, FytSA, Hispano Igualadina, La Vallesana, Martí Colomer, Metro de Barcelona, Mohn, Oliveras, Rodalies Renfe (zone 1), Rosanbus, Sarbús, Soler i Sauret, TMB, Transports Generals d'Olesa, Transports Lydia, Transports Públics, Tusgsal and the urban services of Sabadell (TUS) and Sant Cugat del Vallès (Sarbús and Saiz Tour).

#### 2002

All the suburban services of Renfe, Bus Castellví, Empresa Pous, Hispano Llacunense, Marès-Trans, Montferri Hnos. and the urban services of Castellbisbal (Autos Castellbisbal), Mataró (Mataró Bus) and Rubí (Transports Públics) and the bus service of the Port (Transports Ciutat Comtal).

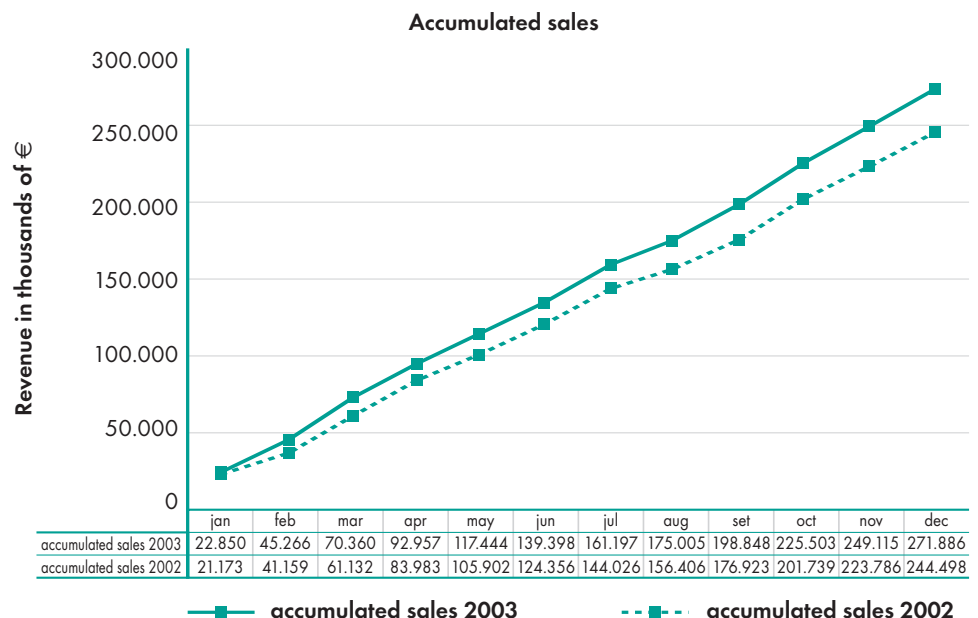
## 2003

- On January 1, the urban services of Terrassa (TMESA) and El Papiol (Autos Castellbisbal) and the intercity operator Hispano Llacunense were integrated
- On January 15 the urban service of Granollers (Autobusos de Granollers) was integrated
- March 3 saw the integration of the urban service of Vallirana (Soler i Sauret) and the intercity service for the municipality of Mollet del Vallès
- On April 24 the urban service of Molins de Rei (Molins Bus UTE) was integrated
- In the month of May the following urban services were incorporated:
  - May 2, 2003, Cerdanyola del Vallès (Sarbus)
  - May 5, Vilassar - Cabrera de Mar (Empresa Casas)
  - May 7, Igualada (TUISA)
- On May 7 the intercity operator SA Masats Transport General was also integrated

### 3.1 Sales and use of the integrated fare system (IFS)

In 2003 the total revenue for the sale of integrated tickets was 271,885,709.86 without VAT. This revenue represented an increase of 11.20% compared to the sales of integrated tickets at the end of the year 2002 (244,498,066.56 € without VAT.) and 33.32% compared to 2001.

La recaudación mensual acumulada respecto al año 2002 se representa en el gráfico siguiente:







Of the total of validations of MTA tickets for 2003, the T-10 represented 72.17% of the trips with integrated tickets, followed by the T-50/30 which represented 13.32% and the T-Mes with 11.90% of the trips as shown in the table below.

#### Validations MTA tickets 2003

<b>Ticket</b>	<b>Validations</b>	<b>% Use</b>
T-DIA	949.456	0,16
T-10	420.596.727	72,18
T- 50/30	77.635.081	13,32
T-Mes	69.321.869	11,90
T-Esdeveniment	253.081	0,04
T-Trimestre	4.183.970	0,72
T-Jove	5.754.626	0,99
T-Familiar	4.016.456	0,69
<b>TOTAL</b>	<b>582.711.266</b>	<b>100,00</b>

This distribution of the use of integrated tickets tends to stabilise if compared to the distribution of previous years.

#### Validations of MTA tickets (%)

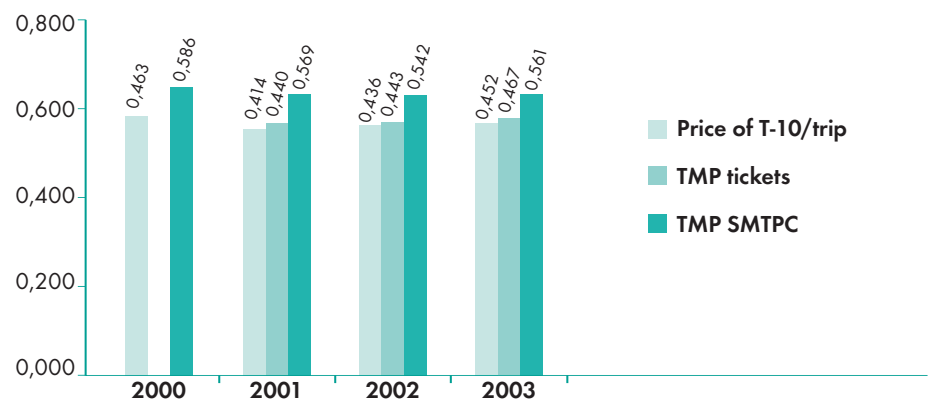
<b>Ticket</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
T-10	71,80	72,34	72,18
T- 50/30	11,70	13,33	13,32
T-Mes	16,32	12,30	11,90
Otros	0,18	2,03	2,60
<b>TOTAL</b>	<b>100,00</b>	<b>100,00</b>	<b>100,00</b>

As for the incidence of integrated tickets on the total number of trips there is clear consolidation of the use of integrated tickets which represent a quota of almost 70% of the validations in the system.

	<b>2001</b>	<b>2002</b>	<b>2003</b>
Validations MTA tickets	461.616.879	551.995.924	582.711.266
Total validations of the system	755.430.000	800.050.000	837.127.500
Use of integrated tickets	61,11%	69,00%	69,61%



It is possible to see the increase of the mean price of MTA tickets that is brought about by higher adaptation of the number of zones of the tickets to the reality of the trips made.



### 3.3. Intermodality index

As planned in the project for the IFS, during 2003 the follow-up *bit* was implanted in magnetic tickets so that no survey was made to determine the distribution of revenues.

The intermodality of the year measured by the new system gives the following results:

#### Intermodality index 2003

Ticket	Índex %
T-DIA	6,66
T-10	19,85
T- 50/30	26,19
T-Mes	14,00
T-Trimestre	12,64
T-Jove	19,52
T-Familiar	17,36

The technical group of the Integrated Fare System is in the process of analysing the operational results of the follow-up *bit* in order to maximise its reliability.



## 4 NOCTURNAL INTERCITY PUBLIC TRANSPORT SERVICE

In November 2001 17 new lines metropolitan night bus lines were put into operation. Data on the use of these services for 2003 is shown below:

### Intercity night services 2003

Line	Destination	Passengers
N30	Vilanova- Vilafranca	65.984
N40	Vilafranca	8.121
N50	Martorell	19.416
N51	Esparreguera	13.461
N60	Terrassa- Vacarisses	13.068
N61	Rubí	28.692
N62	UAB- Sant Cugat	25.479
N63	Terrassa- Matadepera	11.044
N64	Sabadell	36.085
N65	Sabadell- Castellar del Vallès	25.935
N70	Caldes de Montbui	8.617
N71	Granollers	35.168
N72	La Garriga	10.706
N73	Granollers- Sant Celoni	24.408
N80	Mataró	32.996
N81	Vilassar	21.537
N82	Mataró- Pineda	53.258
<b>Total</b>		<b>433.975</b>

Comparing this total figure with that corresponding to 2002 shows an increase in demand of 40.5%.

	passengers	Δ (%)
<b>2002</b>	308.973	40,5
<b>2003</b>	433.975	

## 5 ACTIONS AGAINST FRAUD

The group constituted in 2002 has continued working along the defined lines of action: regulatory, operational and communication.

### 5.1. Regulatory line

In this line, the group has formulated a legislative proposal to adapt the regulatory framework to all types of fraud on the Metropolitan Public Transport System. The administrative bodies operating the services must implement this adjustment which was approved by the MTA Board of Management.

**Study of existing fraud:** A homogenous study was made of the level of fraud in the area of the IFS by personal interview on board the vehicles during the same time frame, working days. The study universe was all integrated operators whether railways, or urban and intercity bus lines.

The results are presented in a table with three columns: the results obtained on the sample (99,035 stages of transport analysed), expanded to the total values for the system (the universe is 2,792,744 stages on an average working day) and in percentage of fraud.

#### Results of the study of fraud on an average working day

	sample	universe	%
<b>Stages</b>	<b>99.035</b>	<b>2.792.744</b>	<b>100</b>
Admits not having a ticket	664	21.598	0,8
Incorrect number of zones	2.392	45.217	1,6
Incorrect identification	312	11.690	0,4
Ticket not validated	1.306	40.552	1,5
Does not show ticket and claims incorrect number of zones	94	2.190	0,1
<b>Fraud found</b>	<b>4.678</b>	<b>119.481</b>	<b>4,3</b>
Refuses to show ticket	1.333	45.700	1,6
Claims not enough time	579	21.227	0,8
Claims cannot find ticket	400	13.814	0,5
Probable fraud	2.312	80.741	2,9
<b>TOTAL FRAUD</b>	<b>6.990</b>	<b>200.222</b>	<b>7,2</b>



## 5.2 Operative line

In order to create a homogeneous inspection system and, on the basis of a regulatory framework, make the same degree of intervention throughout the network, it was agreed to create a technical group against fraud, the purpose being to exchange information, tendencies and incidents of the inspections and coordinate certain actions when considered convenient. The group is comprised of representatives of the integrated operators and the MTA itself. The first task undertaken was a training course for inspectors.

**Training course for inspectors:** A training course was given to inspectors during the months of October and November, the contents of which was developed by the technical group for actions against fraud. It was attended by 50 people from 26 transport operators.

The subjects of the course were distributed over four sessions: the Integrated Fare System, Regulations, Procedures of action and Attitudes of the inspector.

## 5.3 Line of communication

At the beginning of 2004 it was proposed to inform citizens/users of the actions against fraud and their results.



## **6 CITIZEN SERVICES**

### **6.1 Personal attention**

This service has continued increasing its activity during 2003 providing attention by telephone and answering letters received either by E-mail or presented to the registry of the MTA.

A total of 2,400 queries were answered by telephone and answers given to 1,020 letters that arrived by E-mail or conventional mail.

The subjects of these queries were mainly in reference to:

- Function of the Integrated Fare System
- Information on the various activities included in the IMP 2001-2010
- Information on the services of transport operators
- Complaints and claims about the operation of transport services
- Incidents in the operation of the integrated transport tickets

### **6.2 Library**

This Documentation Centre specialised in public transport has increased its size by including 400 new publications and maintaining its reading room with issues of 125 reviews and periodical publications.

A total of 75 visits were made to the library.

### **6.3 Web ([www.atm-transmet.org](http://www.atm-transmet.org))**

The careful maintenance and updating of the contents of the Web page has generated an increase in the number of hits compared to the previous year to a total of 107,200 hits.



## 7 Transmet INFORMATION CENTRE

In 1998 the first collaboration protocols were signed with transport public operators and the main radio stations to offer an information service on the state of the metropolitan public transport network and news items generated within the system.

During 2003 the radio stations making connections were: Catalunya Ràdio - Catalunya Informació, Com Ràdio, Cadena Cope, Onda Cero Ramblas, Ràdio Barcelona - Cadena Ser, Ona Catalana Barcelona - Ona Music Barcelona, RAC 1 - RAC 105, Ràdio Gràcia, Ràdio Club 25, Ràdio Ciutat Badalona, Ràdio Rubí, Ràdio Ripollet, Ràdio Hospitalet, Ràdio Santa Perpètua, Ràdio Premià, Ràdio Florida, Ràdio Castelldefels, Ràdio Sant Feliu, Ràdio Sant Cugat and Ràdio Sabadell.

This year they made a total of 8,060 connections, broadcasting 1,154 news items of interest, and in 20% of cases these connections reported incidents on the system.

This year they made a total of 8,060 connections, broadcasting 1,154 news items of interest, and in 20% of cases these connections reported incidents on the system.

The other media that enables live connections is television. During this year, and through the teletext service of Catalonia Television it has been possible to gain immediate and permanent access, 24 hours a day, to any incidents on the metropolitan transport system, the same information as provided by Transmet Information Centre in the news broadcasts. This information can also be accessed through the web of the TV station [www.tvcatalunya.com/atm](http://www.tvcatalunya.com/atm) or through a link to the MTA web [www.atm-transmet.org](http://www.atm-transmet.org) and the Mobility portal of the Generalitat (Government) of Catalonia [www.mobilitat.net](http://www.mobilitat.net).



## 8 MAP OF THE INTEGRATED RAILWAY NETWORK

There are four types of services of the railway network within the Barcelona Metropolitan Area:

- Urban services: Metro lines, identified with an L
- Metropolitan services: suburban services, identified with an S
- Outer city services: identified with an R
- Tramway services: identified with a T

This change of names and line identifiers involved important modifications to the FGC network and the definition of a single network map for all operators. This map has been defined in two areas: the first zone and the whole area of the integrated fare system.

Its implementation on the FGC network took place on November 3 and in the Metro system it came into operation on the new line 11.

The name changes of the FGC are:

- U6: Pl. Catalunya - Reina Elisenda becomes L6
- U7: Pl. Catalunya - Av. Tibidabo becomes L7
- U8: Pl. Espanya - Molí Nou - Ciutat Cooperativa becomes L8

The name changes in the metro are:

- The station Feixa Llarga (L1) is now called Hospital de Bellvitge
- The Cornellà station (L5) is now called Cornellà Centre

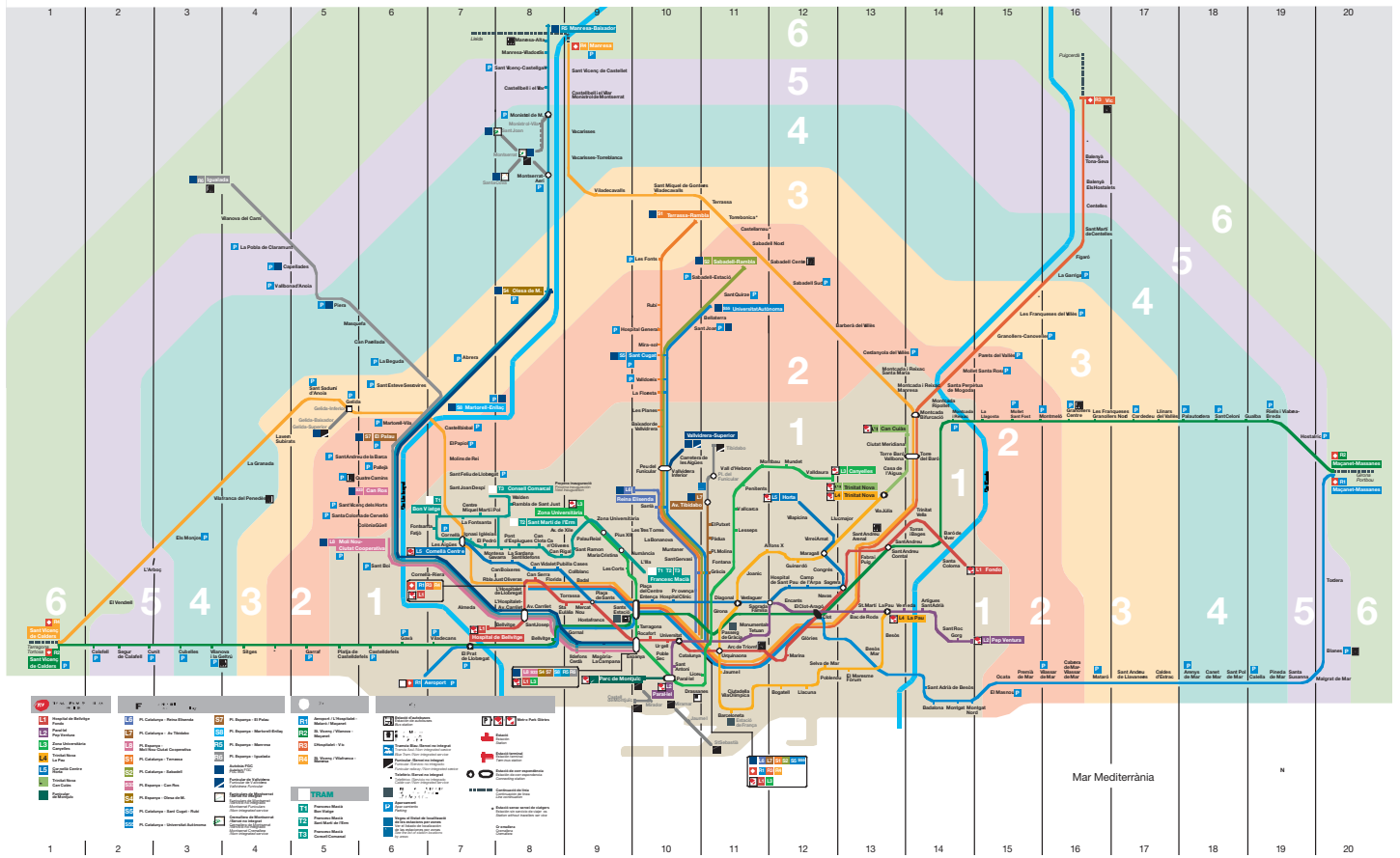
The suburban lines of Renfe (C) change the initial for an R.



## Xarxa Ferroviària Integrada

## Red Ferroviaria Integrada

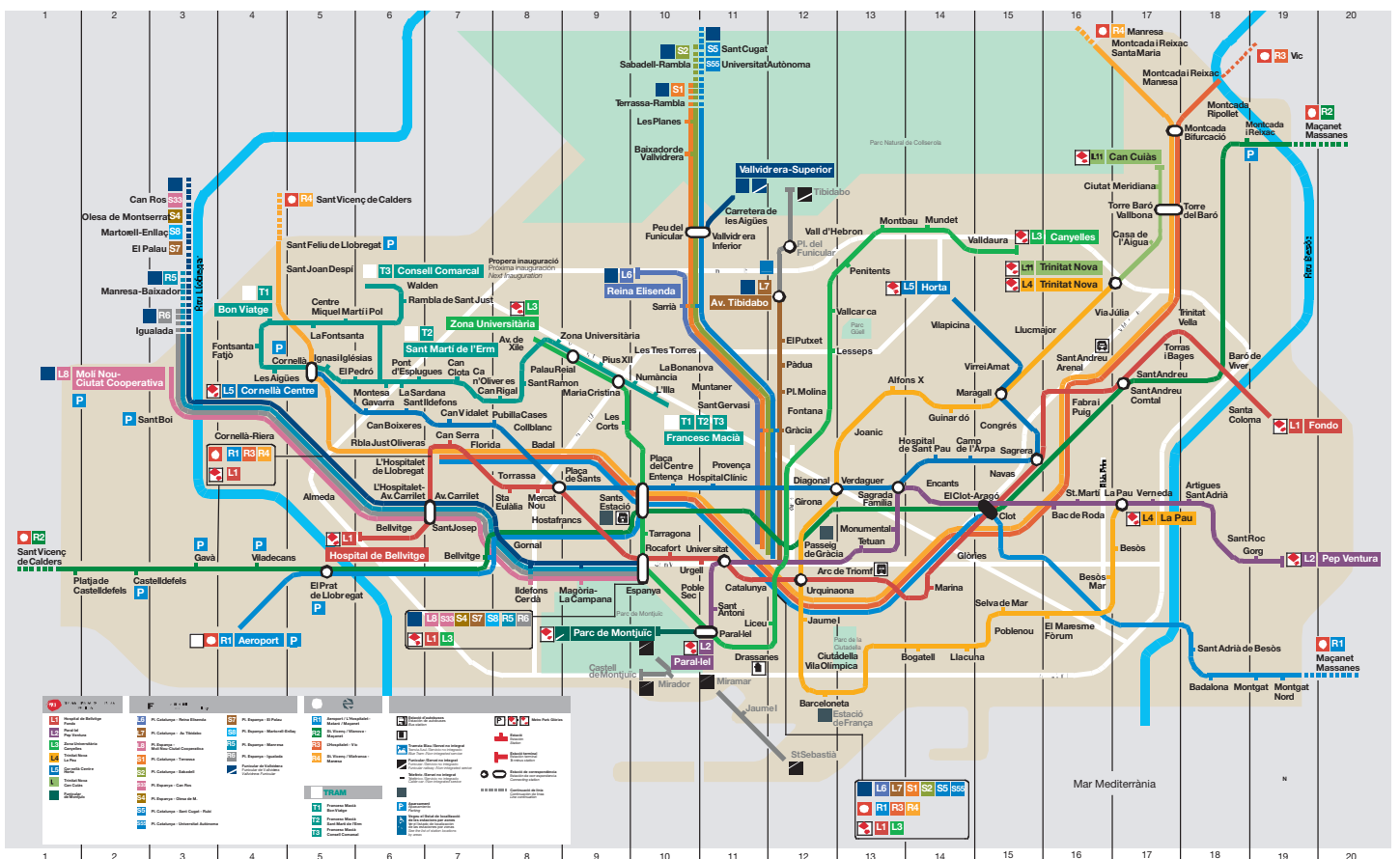
## Integrated Railway Network



## Xarxa Ferroviària Integrada Central

## Red Ferroviaria Integrada Central

## Central Integrated Railway Network





## 9 PROGRAM FOR IMPROVING THE FLEET AND ITS ACCESSIBILITY

Continuing with the line of action initiated in 2000 for providing aid to indirect management operators for the renovation and extension of the fleet and its adaptation to people with reduced mobility, the Board of Management approved a call for tenders to the value of 1,200,000€ (Catalan Government Gazette No. 3900 of June 6, 2003). This call was answered by 8 operating companies to provide 33 new vehicles for regular public transport services in the BMA.

The tender included, in the case of extending the fleet, the possibility of receiving a subsidy for the value of the installation of ticket validation and sales units (SVV) and aid for the exploitation of new vehicles (SEA).

On the other hand and as occurred in other years, in July a collaboration agreement was signed between the Ministry of Employment and Social Affairs, the Department of Territorial Policy and Public Works of the Generalitat (Government) of Catalonia and the MTA, by which IMSERSO provides resources for actions to improve the accessibility of intercity public transport (420,708.47€).

As in previous calls for tenders the services of Applus (IDIADA AT and LGAI) were used for the verification of compliance with the required technical specifications.





## 10 TRANSPORT SYSTEM TECHNOLOGIES

### 10.1 Management of the integration of the fare system (SGIT)

During 2003 changes were introduced in the management system as proposed by the Integrated Fare System Follow-up Committee (CSIT). This included the implementation and follow-up of the distribution of revenues using system of "follow-up bit" beginning in the month of June, and which also involved complementing certain functions and consultations of the SGIT.

### 10.2 Project for non-contact XIP card

The objective of the project for the System of Validation and Sales (SVV) of Non-contact Cards is the introduction of non-contact cards (like e-tags), as a support for transport tickets in the area of the Integrated Fare System and updating the current systems of validation and sales of all the integrated operators between 2005 and 2008.

The project has been structured in three phases as follows:

- Phase 1: Limited implementation of the system
- Phase 2: Generalisation of the system to the area of the Integrated Fare System
- Phase 3: Extension to all validation and sales points of the area of the Integrated Fare System

The number elements making up the three phases are:

elements	operator	units
Railway validation units	FMB	725
	FGC	250
	Renfe	652
On-board validation units	Tramvia	357
Bus validation units	Ascom / Indra	3.200
Re-charge points	FMB	187
	FGC	23
	Renfe	170
Automatic ticket machines	FMB	294
	FGC	160
	Renfe	80
MTA points of sale		1.500
Cards		1.000.000

The complete project for the adaptation of all integrated operators is estimated to have total cost of 12 M€.

### **10.3 System of Exploitation Aid (SEA)**

A new server has been installed for SEA, integrating it within the network of MTA servers and extending the Remote Administration of Databases and monitoring of the system to give coverage to the new server.

Completion of the installation of vehicles and implementation of the procedures for providing units for all new vehicles. The SEA project estimated the fleet providing regular service as 450 vehicles. Once the process of integration of the fare system had been completed it was necessary to make installations in 55 additional buses.

#### ***Data collection on stops and implementation of information panels***

Continued work has been done on the introduction to SEA of information on lines, stops and timetables, a task that is expected to be completed in February 2004. At the same time the names of the 6,000 stops are being standardised in SEA as well as on the SVV on board the buses.

This has allowed operators with SEA to begin announcing the next stop on the electronic display panels inside the buses.

The operators also have access to a web for maintenance of the SEA so that they can inform about any incident that occurs in the system. This means that it is possible to know the status of the system, how the system of each operator is functioning, etc.

Communication has been established between the SEA and the SVV provided by ASCOM and a communications protocol installed to provide information on the buses of the SEA to other information systems. In particular, this protocol has been put into operation to provide information to the information system for users of the new interchange in Quatre Camins.

### **10.4 Joint Company MTA - Busmet Serveis**

As a result of the agreement of the Board of Directors of December 12, 2002, on June 19, 2003 the company Sermetra, SL. was constituted before a notary public. It is comprised of the MTA and Busmet Serveis, SL and there are three representatives for each part.

Other integrated operators not members of Busmet Serveis, municipal Transport companies integrated in the fare system and companies with equivalent equipment can use the services of Sermetra by drawing up the corresponding service contract.





The purpose of the company is management of the maintenance of the Integrated Fare System, the systems for exploitation aid in this area and the lease of the common infrastructures required, as well as the work derived from the evolution of these systems.





## 10.5 System of Geographic and Documental Information (SIG-SGD)

Consolidation of the current functional modules and further developments to enter new information into the MTA corporate database.

The actions taken were:

- Generate and coordinate the protocols for maintaining the database as a valuable asset and updating it with information proceeding from the exploitation of the different daily management systems
- Aid and train MTA employees in the use of these new tools
- Develop the links between the SIG and other MTA systems (SEA, SGIT, SGD) so that the information can be accessed from a common graphic portal
- Extend the functions available to simplify and improve queries as well as the use of the information contained in the SIG
- Collaborate with other organisations

### **SIG corporate database**

Inclusion of new information on layout studies, follow-up of the IMP, names and location of stops and bus lines for the SEA, new proposals for modification of lines, management of the implementation of the tramway, new names of the integrated public transport network, etc.

Update of geographical information at scale 1:5000 with information generated by the Cartographic Institute of Catalonia. New maps have been included, introduction of a new colour orthophotomap mosaic image scale 1:5000 covering the area of the Integrated Fare System, and a mosaic image with orthophotomap scale 1:2500, of the area of the layout of the Tramway Diagonal - Baix Llobregat and the Tramway Sant Martí - Besòs. Inclusion of geographic information corresponding to EMQ '01.

Standardisation of street directory in accordance with the official nomenclature of the Generalitat, street names according to INE/IDESCAT, inclusion of building numbers, etc. The main purpose behind the standardisation of the street directory is to extend its use, enabling the exchange of information with other organisations, carry out functions related to monitoring the road system (location of IMDs, incidents), elaboration of Guide maps and other purposes.



## 11 AREA OF ECONOMIC AND ADMINISTRATIVE ACTION

### 11.1 Financing System

#### ***Financing Agreement and Contract - Program 2002-2005***

Participation in different meetings with representatives of the General Government of the State (AGE) and associated Administrative bodies, to negotiate the contents of the economic provisions to be made under the auspices of the new Financing Agreement and Contract - Program. A substantial increase was obtained for 2004 with provisions by the Central Government of 115.6 M€ and by the EMT of 48.8 M€.

Modification of the draft of the new 2002-2005 Financing Agreement, which is designed as a combination of the previous Contract - Program AGE - MTA and Financing Agreement MTA - Associated Administrative bodies.

Quarterly follow-up of the development of the main economic indicators of the 2002-2005 Company Plans for TMB and FGC, the evolution of the subventions received by the MTA from different Administrative bodies, of Subventions paid by the MTA to public operators as well as indirect management operators and, finally, the subventions paid by the EMT to operators under its control.

Elaboration of the first draft of the MTA budget for 2004, including entries for income and expenses in reference to the contributions of different administrative bodies under the concept of allocations to the account of the 2002-2005 Contract - Program, and the proposed contributions that the MTA will have to make to public operators and operators under indirect management.

Elaboration of reports on the compliment of the 2003 budget made by the two public operators. This report is a tool to verify the budgets of the two companies and ensure that they adhere to the forecasts established in the Contract - Program, as well as to estimate the contributions of different administrative bodies.

Negotiations took place with various financial bodies to guarantee the continuity of the lines of credit that enable temporarily financing the MTA, until the corresponding institutional agreements are reached.

#### ***Operation for renting of rolling stock***

Participation in the analysis and negotiation of two operations for renting of rolling stock for the Barcelona Metro, awarded to CAF and ALSTOM and valued at a base price for the trains of 508 M€.

On August 8, 2003 the Basic Renting Contract was signed between MTA, CAF and the AIE, conditioning its validity to the final signing of the Supply Contract and the dif-

ferent contracts related to financing the operation. Finally, on November 25, 2003 the contract for the supply of trains was formalised between the MTA, CAF and the AIE, and the AIE formalised with different financial bodies all the other contracts for financing that were still pending, thus raising the suspension condition that conditioned the validity of the Base Contract.

A similar procedure was used with Alstom and associated financial bodies, although because of the greater complexity, due to the special circumstances of the manufacturer, the proposals of the Supply and Renting Contracts and the documents of the financial agreements were presented to the Board of Management on December 10, prior to the formalisation of the loan contracts.

Finally, on July 28, the Board of Management agreed to begin a similar procedure for contracting 10 new trains for metro L1, and the tender awarded after January 2004.

### ***Infrastructure Financing Agreement 2003-2005***

A proposal has been developed for the third Infrastructure Financing Agreement Generalitat State 2003-2005, with participation in its negotiation until signed on July 28, 2003. A follow-up was made of the state of execution of the investments made after December 31, 2001.

## **11.2 Budget management**

Regular reports were presented detailing the budget situation at the time, with clear indication of the percentage execution of the Budget.

In regard to the treasury, during 2003 the MTA made use of different credit policies, as agreed in the last meeting of the Board of Management in 2002. Throughout the year there were a large number of operations of this type, as the various lines of credit have been used and amortised in function of the rotation in payments and collections.



## 12 AREA OF EXTERIOR PROJECTION

### 12.1 Participation in European projects

#### **Civitas**

As part of the *Civitas* initiative launched by the EU, the Miracles group, composed of the cities of Rome, Barcelona, Winchester and Cork, has continued its activity during 2003. Meetings were held in the other three cities, except Barcelona, where one will take place in February next year.

For its part, our city has continued advancing in the projects subsidised within the basic project and these are the integration of the Baix Llobregat tramway within the public transport system and user information in real time on the tramway corridor, associated with the SEA and Guide Plan projects.

#### **Urban Transport Benchmarking Initiative**

The General Directorate of Transport and Energy (TREN) of the EU launched a benchmarking initiative in November consisting of the definition of a series of indicators used to determine the behaviour of a city in regard to the use of public transport and its contribution to sustainability.

Various working sub-groups were set up and they will have to meet at least three times during 2004. Barcelona, represented by the MTA, presides its working group which is dedicated to "management of demand". It was decided to form part of this group (together with Paris, London, Warsaw, The Hague and Dublin) as the recently approved Law of Mobility attributed general functions referring to mobility to the MTA.



## **12.2 Attention to visits and participation in congresses and conferences**

During 2003 the MTA was visited by 15 different groups interested in the organisation and functions of the Consortium.

Members of the MTA have participated as speakers in more than thirty seminars, congresses and conferences related to public transport.

As attendees they participated in another twenty seminars and courses.

## **12.3 Participation in transport organisations**

### **EMTA**

The MTA is a founding member of the European Metropolitan Transport Authorities (EMTA). The purpose of the EMTA is to promote and organise the relations between European organisations responsible for public transport by encouraging the exchange of information, experiences and research, and to make its voice heard before community institutions. It is made up of the transport authorities of 28 cities in 18 States and with 90 million inhabitants. The assembly of the EMTA has promoted three working groups in reference to information about transport for people with reduced mobility, financing of public transport systems through the recuperation of the added value of land, and electronic tickets. The MTA has participated actively in all of them. On the other hand, a joint position has also been formulated on the proposal for community regulations on public transport services.

The EMTA published a guide (comparative statistics on the transports of its members), the newsletter "EMTA News" and a web page [www.emta.com](http://www.emta.com).

### **UITP**

This year the *Union Internationale des Transport Publics* has organised its biannual congress in Madrid. The MTA participated with a presentation about the multi-fleet SEA.

### **IFHP**

*International Federation for Housing and Planning*, an organisation formed by professionals dedicated to urban development, housing and territorial planning.

### **Group of Spanish transport authorities**

On the initiative of the Ministry of the Environment, a meeting was held of Spanish transport authorities: Madrid, Barcelona, Valencia, Biscaia, Seville, Malaga, Granada and Asturias together with the Ministry of Development and other state organisations. The desire to constitute a stable group for the exchange of experiences and proposals has resulted in the constitution of an Urban Mobility Observatory on a state-wide level.









# 3

## System statistics



## 1 TransMet FIGURES 2003

During 2003 the growth of public transport continued, the result of the development of the Integrated Fare System and an increase in the offer.

The most important growth of demand (close to 6%) occurred on the bus network, which carried 23 million more passengers.

There was notable growth of urban transport to zone two: more than 34 million passengers were carried, a 12% increase over the previous year. During 2003 new urban services were incorporated into the IFS: Terrassa, El Papiol, Granollers, Vallirana, Mollet del Vallès, Molins de Rei, Cerdanyola, Vilassar de Mar - Cabrera de Mar and Igualada.

### Basic data 2003

	<b>Lines</b>	<b>Network length (km)</b>	<b>Vehicles-km (millions)</b>	<b>Trips (millions)</b>	<b>Δ 03 / 02 (%)</b>	<b>Revenue (M€)</b>
Metro	6	86,6	64,0	332,0	3,1%	147,1
Zone 1	2	24,0	11,6	41,0	2,3%	14,4
Renfe suburban (Zone 1)	4	94,0	nd	nd	nd	nd
TB (buses)	104	889,7	41,5	203,7	7,3%	89,2
EMT Buses	76	1.964,3	21,4	57,2	8,6%	26,5
<b>Total Zone 1 IFS</b>		<b>3.058,6</b>	<b>138,5</b>	<b>633,9</b>	<b>4,9%</b>	<b>277,2</b>
Other	2	119,0	16,5	32,0	6,8%	29,3
Other Renfe suburban	4	332,0	62,5	112,0	1,0%	95,6
Buses Generalitat	196	4910*	25,1	25,0	4,1%	22,4
Other urban buses	72	775,0	10,7	34,2	11,7%	15,1
<b>Total other IFS</b>		<b>6.136,0</b>	<b>114,8</b>	<b>203,2</b>	<b>3,9%</b>	<b>162,4</b>
<b>TOTAL</b>		<b>9.194,6</b>	<b>253,3</b>	<b>837,1</b>	<b>4,6%</b>	<b>439,6</b>

\*Provisional data

n.d. No available





## Rail transport 2003

### Zone one IFS

	Lines	Network lenght (km)	Stations	Cars-km (millions)	Trains/peak hour and direction	Trips (millions)	Revenue (M€)
<b>Metro</b>							
Line 1		20,7	30	15,9	23	64,3	
Line 2		12,4	17	9,7	15	54,1	
Line 3		16,6	24	13,4	21	97,9	
Line 4		17,2	22	12,2	17	47,8	
Line 5		16,6	23	12,9	26	67,3	
Line 11		2,3	5	0,0	2	0,0	
Funicular railway		0,8	2		2	0,6	
<b>Total</b>	<b>6</b>	<b>86,6</b>	<b>123</b>	<b>64,0</b>	<b>104</b>	<b>332,0</b>	<b>147,1</b>
<b>FGC</b>							
Line Barcelona-Vallès			18	7,1	30	29,3	10,3
Line Llobregat-Anoia			10	4,5	11	11,7	4,1
<b>Total</b>	<b>2</b>	<b>24,0</b>	<b>28</b>	<b>11,6</b>	<b>41</b>	<b>41,0</b>	<b>14,4</b>
<b>Rodalies RENFE (Suburban State railways)</b>							
C-1			8	nd	10	nd	
C-2			10	nd	14	nd	
C-3			6	nd	2	nd	
C-4			4	nd	13	nd	
<b>Total</b>	<b>4</b>	<b>94,0</b>	<b>28</b>		<b>39</b>		<b>nd</b>
<b>Total Zone 1 IFS</b>	<b>12</b>	<b>204,6</b>	<b>179</b>	<b>75,6</b>	<b>184</b>	<b>373,0</b>	<b>161,5</b>

n.d. No available

### Remaining IFS

	Lines	Network lenght (km)	Stations	Cars-km (millions)	Trains/peak hour and direction	Trips (millions)	Revenue (M€)
Rodalies Renfe (Suburban State railways)							
<b>FGC</b>							
Línea Barcelona-Vallès			14	8,9	15	25,2	21,4
Línea Llobregat-Anoia			29	7,5	11	6,7	7,9
<b>Total</b>	<b>2</b>	<b>119,0</b>	<b>43</b>	<b>16,5</b>	<b>26</b>	<b>32,0</b>	<b>29,3</b>
<b>Rodalies RENFE (Suburban State railways)</b>							
C-1			16	18,1	10	31,5	
C-2			20	19,2	14	36,6	
C-3			12	5,5	2	7,9	
C-4			28	19,8	13	35,9	
<b>Total</b>	<b>4</b>	<b>332,0</b>	<b>76</b>	<b>62,5</b>	<b>39</b>	<b>112,0</b>	<b>95,6</b>
<b>Total Resta STI</b>	<b>6</b>	<b>451,0</b>	<b>119</b>	<b>79,0</b>	<b>65</b>	<b>144,0</b>	<b>124,9</b>

Renfe data is for the whole IFS, not segregated between zone 1 IFS and other zones

### Summary Rail transport

	Cars-km (millions)	Δ 03 / 02 (%)	Trips (millions) 2003	Δ 03 / 02 (%)	Revenue (M€)
<b>Metro</b>	64,0	4,9%	332,0	3,1%	147,1
<b>FGC</b>	28,1	1,1%	73,0	4,3%	43,7
<b>Rodalies RENFE (Suburban State railways)</b>	62,5	0,3%	112,0	1,0%	95,6
<b>Total railway system</b>	<b>154,6</b>	<b>2,4%</b>	<b>517,0</b>	<b>2,8%</b>	<b>286,4</b>

## Bus transport 2003

### Zone one IFS

	Cars-km (millions)	Trips (millions)	Δ 03 / 02 (%)	Revenue (M€)
<b>EMT</b>				
TMB	41,5	203,7	7,3%	89,21
Authosa	0,3	2,2	0,8%	0,59
Mohn, SL	5,2	10,0	8,7%	4,41
Oliveras, SA	2,1	5,1	29,7%	1,89
Rosanbus, SL	2,2	5,9	25,6%	2,27
TCC (SA, SL)	1,6	2,4	21,2%	5,56
Tusgsal	9,4	30,3	1,7%	11,33
Other (2)	0,6	1,3	48,0%	0,41
<b>Total Zone 1 IFS</b>	<b>62,9</b>	<b>260,9</b>	<b>7,6%</b>	<b>115,67</b>

### Remaining IFS

	Cars-km (millions)	Trips (millions)	Δ 03 / 02 (%)	Revenue (M€)
<b>DGPT</b>				
Asistencia y Servicios, SL	1,7	1,1	4,1%	1,17
Autocars R. Font, SA	0,8	0,9	4,0%	0,62
Empresa Casas, SA	2,9	2,4	2,9%	2,48
Empresa Sagalés, SA	3,2	3,2	1,7%	2,82
Empresa Plana	1,1	1,9	5,2%	1,25
La Hispano Igualadina, SA	3,2	1,4	8,5%	2,38
FYTSA	2,2	2,2	5,9%	2,27
La Vallesana, SA	0,8	0,9	4,0%	0,65
Sarbus (Martí i Renom, SA)	3,2	5,0	2,3%	3,75
Soler i Sauret, SA	2,1	3,0	-2,2%	2,17
Other (15)	3,9	3,1	14,1%	2,91
<b>Total intercity transport</b>	<b>25,1</b>	<b>25,0</b>	<b>4,1%</b>	<b>22,48</b>



## Municipal urban transport

	Cars-km (millions)	Trips (millions)	Δ 03 / 02 (%)	Revenue (M€)
<b>Other urban buses</b>				
Autobusos de Granollers	0,3	1,0	3,6%	0,61
CTSA-Mataró Bus	1,1	4,9	10,8%	1,31
Transports Públics, SA (Rubí)	0,6	1,4	8,0%	0,56
TUS, S. Coop. CL (Sabadell)	2,8	12,8	6,2%	6,08
Sarbus+Saíz (Sant Cugat)	0,8	1,1	14,9%	0,35
TMESA (Terrassa)	2,6	10,2	9,4%	5,17
TCC (Vilanova i la Geltrú)	0,4	0,6	22,1%	0,22
Otros (24)	2,2	2,4	87,5%	0,90
<b>Total urban transport</b>	<b>10,7</b>	<b>34,2</b>	<b>11,7%</b>	<b>15,20</b>

## Summary urban transport

	Cars-km (millions)	Trips (millions)	Δ 03 / 02 (%)	Revenue (M€)
<b>Total urban transport</b>	<b>98,7</b>	<b>320,2</b>	<b>7,7%</b>	<b>153,35</b>

## 2 STUDIES AND SURVEYS

### 2.1 Daily Mobility Survey 2001 (EMQ '01)

During this year the first volumes of results of the EMQ '01 were drafted and published. The main results were:

#### 1. Global analysis of mobility:

A total of 49,958,189 weekly trips were made by inhabitants over 4 years of age in the Barcelona Metropolitan Area extended to the limits of outer city services.

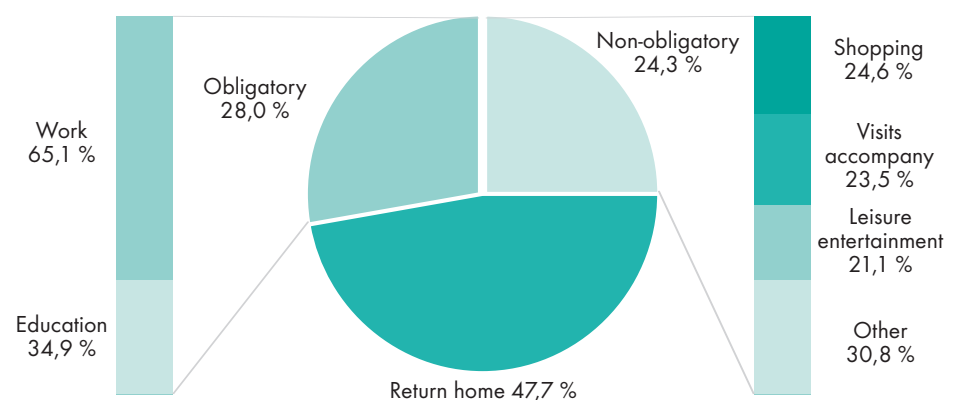
During the study period the population over 4 years of age resident in the area of the MTA was 4,345,435 inhabitants. There was an average of 11.50 trips per week.

Only 8.5% of the population is characterised by not having made any trip during the week. If this section of the population is excluded from the analysis the average is 12.57 trips a week.

#### Average trips/week. Total population and population with mobility

	Individuals	Trips	Average trips
<b>Total population</b>	4.345.435	49.958.189	11,50
<b>Population with mobility</b>	3.974.863	49.958.189	12,57

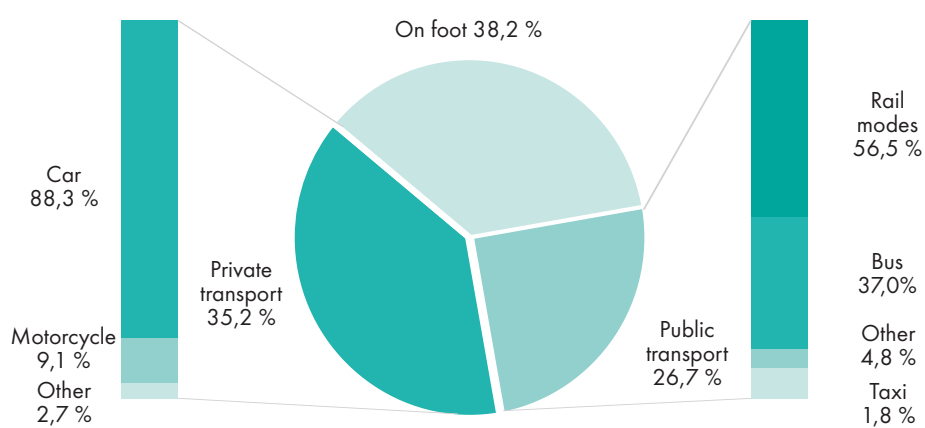
#### Distribution of the mobility by reason for the trip







### Distribution of mobility by main mode of transport



### 2. Analysis of obligatory mobility

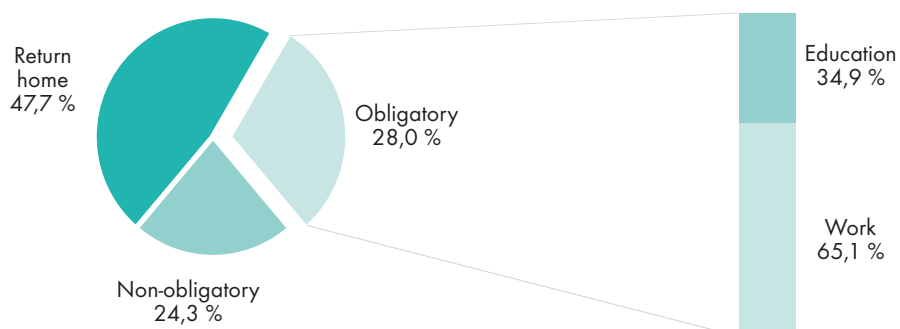
The concept of obligatory mobility includes all trips made for work or studies. A total of 13,996,953 weekly trips for obligatory mobility were made by residents within the area of the MTA over 4 years of age.

#### Average trips/week for obligatory mobility.

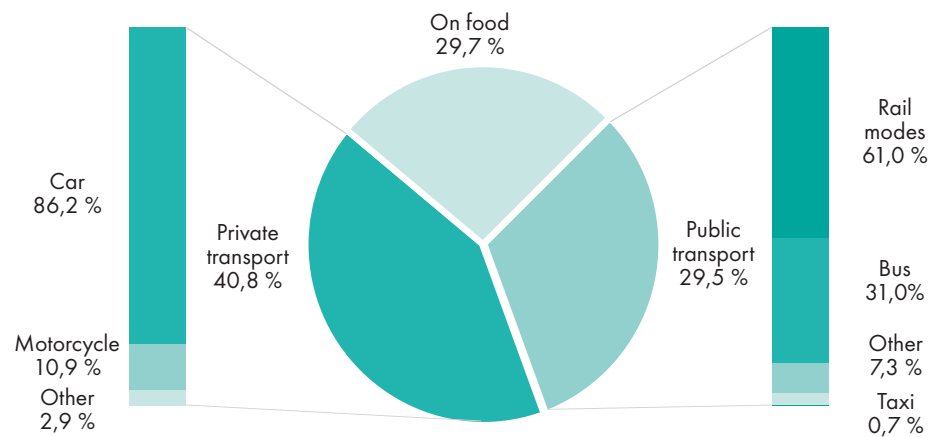
#### Total population, population with mobility and population with obligatory mobility

	Individuals	Trips	Average trips
Total population	4.345.435	13.996.953	3,22
Population with mobility	3.974.863	13.996.553	3,52
Population with obligatory mobility	2.405.707	13.996.553	5,82

### Distribution of the obligatory mobility by reason for the trip



### Distribution of obligatory mobility by main mode of transport



### 3. Analysis of non-obligatory mobility

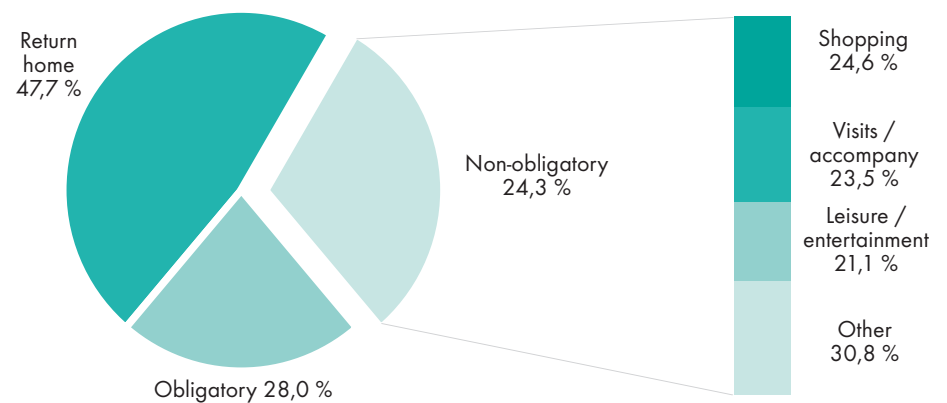
The concept of non-obligatory mobility includes all trips not made for obligatory mobility (employment and studies) and the mobility to return home.

A total of 12,154,668 weekly trips for obligatory mobility were made by residents within the area of the MTA over 4 years of age.

### Average trips/week for non-obligatory mobility. Total population and population with mobility

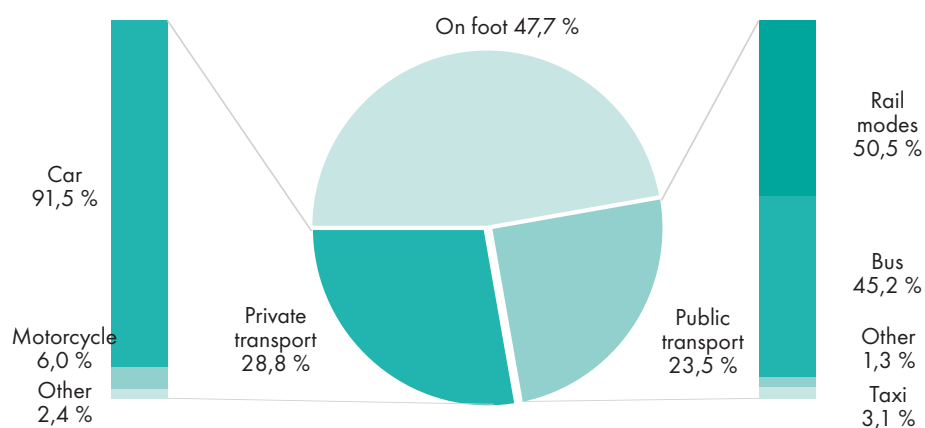
	Individuals	Trips	Average trips
Total population	4.345.435	12.154.668	2,80
Population with mobility	3.974.863	12.154.668	3,06

### Distribution of non-obligatory mobility by reason for the trip





### Distribution of non-obligatory mobility by main mode of transport



### 4. Analysis of mobility on a working day

The concept of mobility on working days includes the trips made by residents of the area of the MTA from Mondays to Fridays not public holidays. Mobility outside the working week includes all trips made on Saturday, Sunday and public holidays.

The mobility on working days has a higher relative weight (81.9%) than the mobility outside the working week (18.1%), thus conditioning the general data to a greater extent.

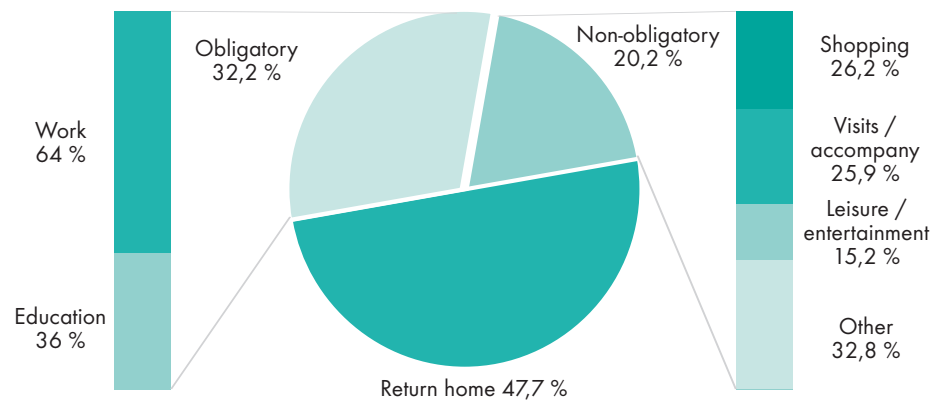
The residents of the area of the MTA aged over 4 years make 40,917,487 trips on working days and 9,040,702 trips outside the working week.

### Average trips on working days.

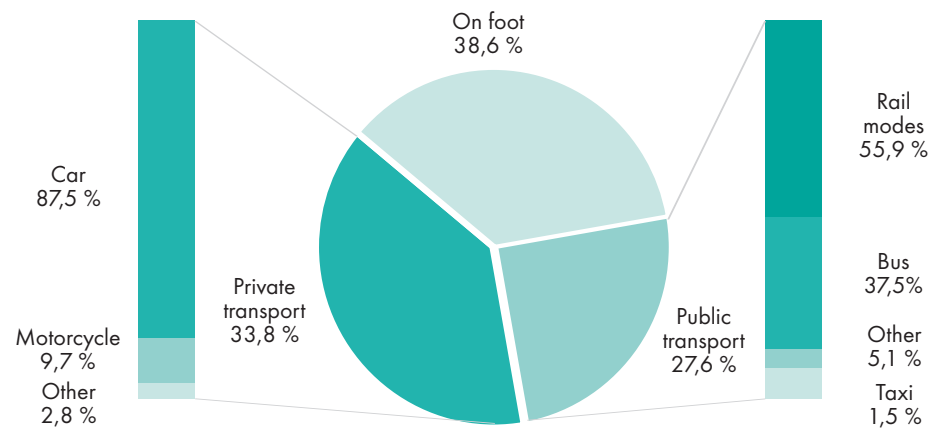
#### Total population and population with mobility

	Individuals	Trips	Average trips
Total population	4.345.435	40.917.487	9,42
Population with mobility	3.974.863	40.917.487	10,29

### Distribution of mobility on working days by reason for the trip



### Distribution of mobility on working days by main mode of transport



### 5. Analysis of mobility on public transport

A total of 13,319,628 weekly trips were made using public transport as the main means by inhabitants over 4 years of age in the Barcelona Metropolitan Area extended to the limits of outer city services.

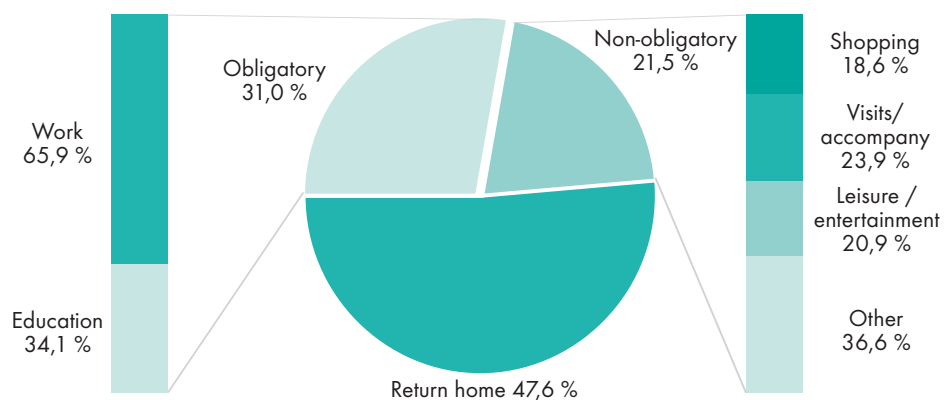
### Average trips/week on public transport. Total population and population with mobility

	Individuals	Trips	Average trips
Total population	4.345.435	13.319.628	3,07
Population with mobility	3.974.863	13.319.628	3,35





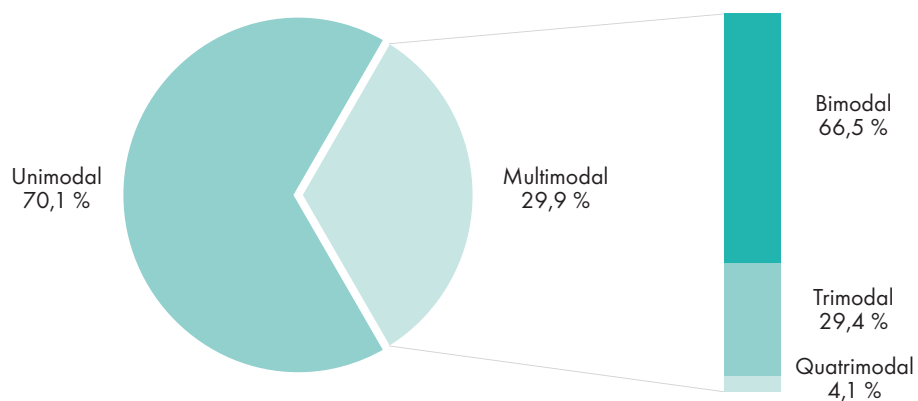
**Distribution of mobility on public transport by reason for the trip**



**Distribution of the trips on public transport by means of transport**

	n	%
<b>Railways</b>	7.521.977	56,5%
<b>Bus</b>	4.926.368	37,0%
<b>Taxi</b>	234.089	1,8%
<b>Other collective modes of transport</b>	637.193	4,8%
<b>Total</b>	<b>13.319.628</b>	<b>100,0%</b>

**Distribution of the mobility on public transport by use of different modes**

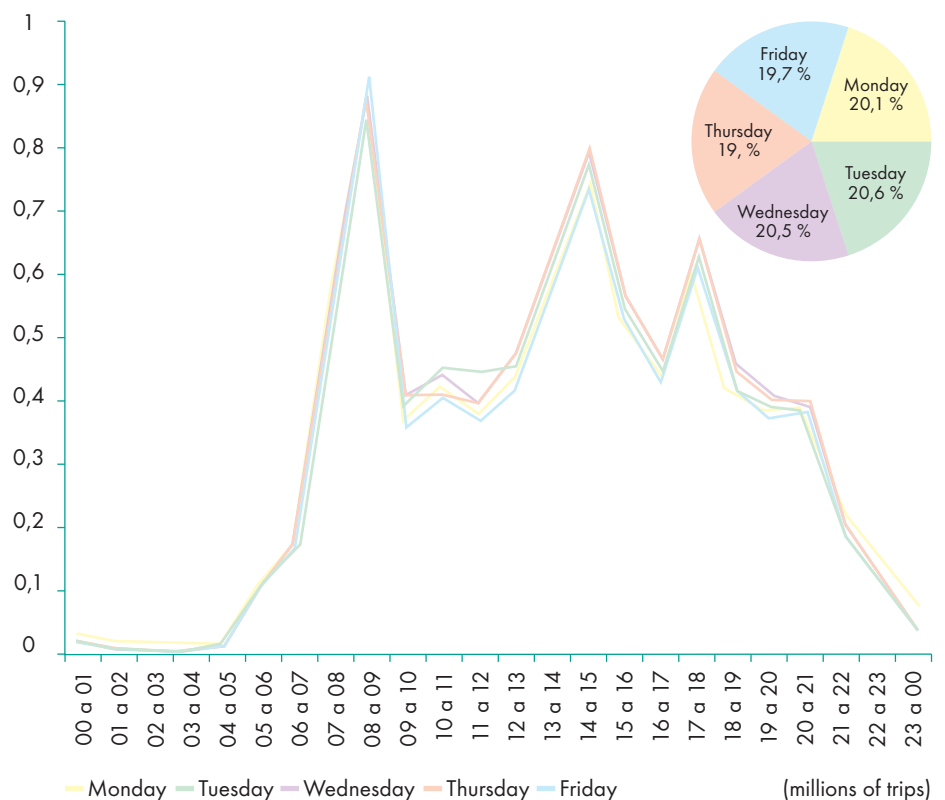


## 6. Mobility times

Analysis of the time distribution of the trips shows that there are significant differences depending on the type of day when they are made: working day and non-working day (Saturday, Sunday and public holidays). Depending on the type of day, the number of trips varies in the same way that there are important differences in the basic composition of the trips by reason and means of transport; this also conditions the time distribution and length of the trips.

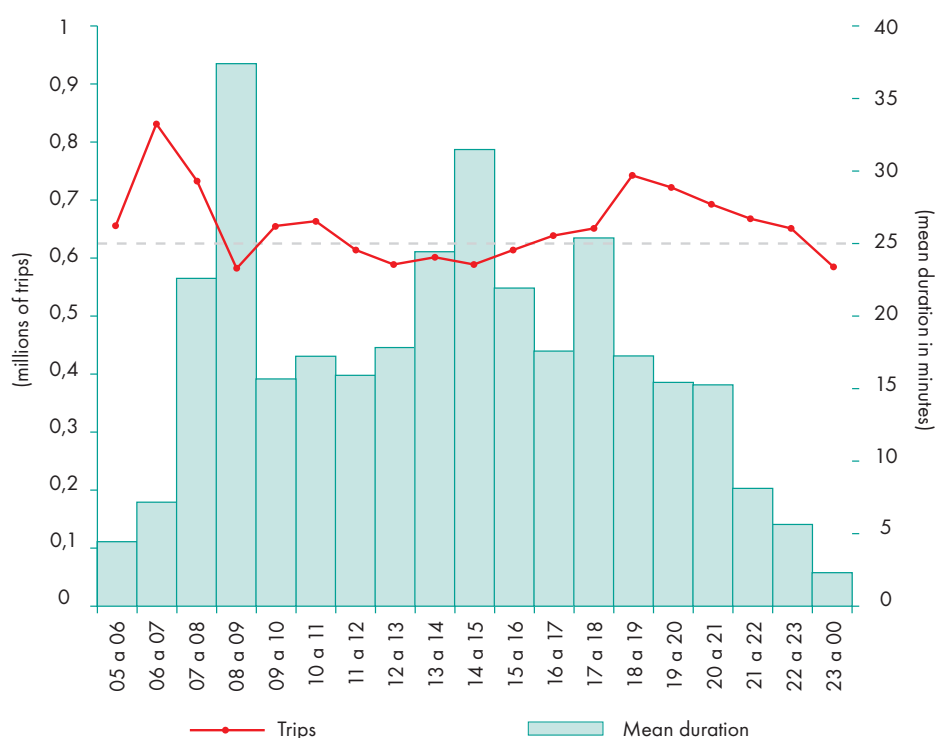
Analysis of the number of hours a week dedicated to travel enables analysing the mobility of individuals from a complementary perspective. The time spent on travel each week is a new indicator of the degree of mobility of individuals. The situation of specialisation regarding the reasons and means of transport is not only observed on the basis of the type of day and the time distribution for the trips, it also occurs on a social level. The various segments of demand (sex, age, professional activity, types of users of mobility, etc.) present different scenarios in comparison with the number of trips, the reasons for the trips and the means of transport used.

### Time distribution of trips on working days by day of the week





**Time distribution of trips and average length by time interval for starting the trip**



\*In order to minimise the statistical error only intervals with a volume of trips > 100,000 for the five working days have been considered.

## 2.2 Working day Mobility Surveye

The MTA, EMT and Barcelona City Council commissioned a *Working day Mobility Survey* (EMDF '03).

This study continues the series of studies of mobility carried out over the last ten years by the EMT and Barcelona City Council (*Survey of mobility and traffic*), complementing the information collected every five years by the MTA through the *Survey of daily mobility*. On the other hand, it enables entering into a process of methodological improvement to be used in the various mobility studies made in the future.

The study universe is made up of residents in the Barcelona Metropolitan Area (BMA) over 15 years of age. During the period of the study the population to be analysed was a total of 3.7 million individuals.

The sample of the Working day Mobility Survey (EMDF '03) was comprised of 3,884 individuals, with a maximum error of 1.6%. The field work was carried out by the field

team of the DYM Institute from February 21 to March 25, 2003. The data was collected by telephone interviews and the CATI method.

The results of this study are not comparable to the 'EMQ '01 as the universe and the method are not the same and, furthermore, this study placed more emphasis on the mobility of professionals, such as taxi-drivers, bus drivers, representatives ..., who have much higher mobility difficult to include in a weekly trip record sheet.

The objective of this research is to analyse mobility on working days. For this reason the information was collected on the trips carried out on the last working day: from Monday to Friday not a public holiday. About 11.2 million trips are made on a working day. Transferring this data to inhabitants of the BMA over 15 years of age results in an average of 2.98 trips on a working day.

The residents in the area of the study were classified in two basic types depending on their types of mobility: general population and professionals.

#### Distribution of the population and the trips according to basic mobility profiles

	Individuals		Trips		Average trips
	Frequency	%	Frequency	%	
<b>Gen. Population without mobility</b>	712.710	19,0%	0	0,0%	0,00
<b>Gen. Population with mobility</b>	2.896.322	77,1%	9.331.695	83,3%	3,22
<b>Professionals</b>	145.816	3,9%	1.873.165	16,7%	12,85
<b>Total</b>	<b>3.754.847</b>	<b>100,0%</b>	<b>11.204.860</b>	<b>100,0%</b>	<b>2,98</b>

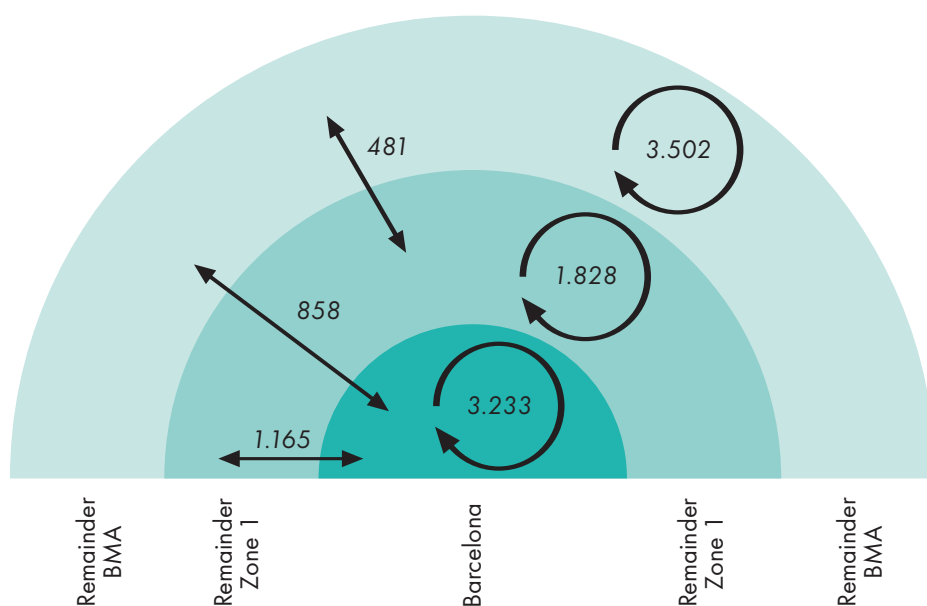




## Trips on working day according to type of flow analysed

	Frequency	Percentage
Barcelona - Barcelona	3.232.702	28,9%
Other areas of zone one - Other areas of zone one	1.827.614	16,3%
Other areas of BMA - Other areas of BMA	3.501.559	31,3%
<b>Total internal flow</b>	<b>8.561.875</b>	<b>76,4%</b>
Barcelona - Other areas of zone one (plus inverse)	1.165.006	10,4%
Barcelona - Other areas of BMA (plus inverse)	858.445	7,7%
Other areas of zone one - Other areas of BMA (plus inverse)	481.328	4,3%
<b>Total connection flow</b>	<b>2.504.779</b>	<b>22,4%</b>
Barcelona - Outside BMA (plus inverse)	35.997	0,3%
Other areas of zone one - Outside BMA (plus inverse)	16.501	0,1%
Other areas of BMA - Outside BMA (plus inverse)	73.286	0,7%
Outside BMA - Outside BMA	12.420	0,1%
<b>Total outside flow</b>	<b>138.204</b>	<b>1,2%</b>
<b>Total Trips</b>	<b>11.204.858</b>	<b>100,0%</b>

## Main trips on a working day



Trips expressed in thousands.  
Only flows > 150 thousand trips / working day have been considered

### Modal distribution of the trips by origin and destination. Absolute values (\*)

		On foot	Public T.	Private T.	Total
<b>Internal flow</b>	<b>Barcelona - Barcelona</b>	1.172.551	1.310.476	749.675	3.232.702
	Remainder of zone 1- Remainder of zone 1	855.609	223.827	748.178	1.827.614
	Other areas of BMA - Other areas of BMA	991.796	253.116	2.256.647	3.501.559
	<b>Total</b>	<b>3.019.956</b>	<b>1.787.419</b>	<b>3.754.500</b>	<b>8.561.875</b>
<b>Connecti on flow</b>	Barcelona- Remainder of zone 1 (plus inverse)	87.471	522.047	555.488	1.165.006
	Barcelona - Other areas of BMA (plus inverse)	0	329.294	529.151	858.445
	Remainder of zone 1- Other areas of BMA (plus inverse)	1.388	87.896	392.044	481.328
	<b>Total</b>	<b>88.859</b>	<b>939.237</b>	<b>1.476.683</b>	<b>2.504.779</b>

(\*) Outside flow has not been considered because the sample is not sufficiently large.

### Modal distribution of the trips by origin and destination. Percentage (\*)

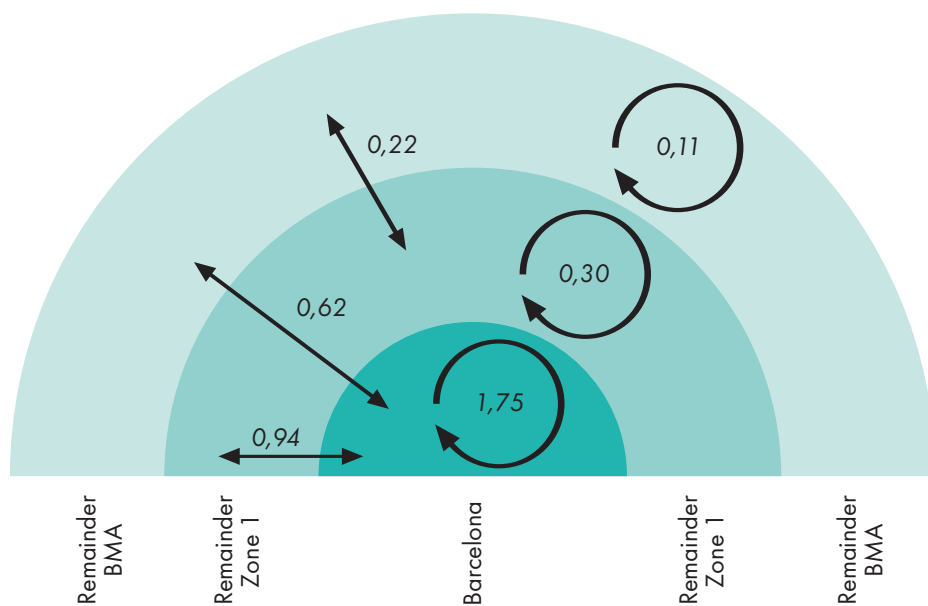
		On foot	Public T.	Private T.	Total
<b>Internal flow</b>	Barcelona - Barcelona	36,3%	40,5%	23,2%	100,0%
	Remainder of zone 1- Remainder of zone 1	46,8%	12,2%	40,9%	100,0%
	Other areas of BMA - Other areas of BMA	28,3%	7,2%	64,4%	100,0%
	<b>Total</b>	<b>35,3%</b>	<b>20,9%</b>	<b>43,9%</b>	<b>100,0%</b>
<b>Connecti on flow</b>	Barcelona- Remainder of zone 1 (plus inverse)	7,5%	44,8%	47,7%	100,0%
	Barcelona - Other areas of BMA (plus inverse)	0,0%	38,4%	61,6%	100,0%
	Remainder of zone 1- Other areas of BMA (plus inverse)	0,3%	18,3%	81,5%	100,0%
	<b>Total</b>	<b>3,5%</b>	<b>37,5%</b>	<b>59,0%</b>	<b>100,0%</b>

(\*) Outside flow has not been considered because the sample is not sufficiently large.



The public/private ratio was calculated to make a more precise analyse of the situation of competition between mechanised modes. For each of the possible combinations between origins and destinations, the ratio was determined for the number of trips on public transport and the number of trips in private vehicles. Vales below unity indicated domination of the private vehicle, whereas higher values indicated domination of public transport. At the same time, the indicator enables quantifying the situation of dominance one or the other mode, based on the greater or lesser difference between the value obtained and unity.

#### Ratio public transport/vehicle private by origin and destination of the trips



Ratio = trips on public transport / trips in private vehicle  
(Only flows > 150 thousand trips / working day have been considered)







# 4

## Auditor's report



**Cabinet Tècnic  
d'Auditoria i Consultoria, s.a.**

**AUTORITAT DEL TRANSPORT METROPOLITÀ,  
CONSORCI PER A LA COORDINACIÓ DEL  
SISTEMA METROPOLITÀ DE TRANSPORT  
PÚBLIC DE L'ÀREA DE BARCELONA (ATM)**

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**Informe d'auditoria dels Estats i Comptes Anuals  
de l'exercici 2003**

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**Febrer 2004**

# Gabinet Tècnic d'Auditoria i Consultoria, s.a.

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Tel. 93 319 96 22 - Fax 93 310 17 39  
08003 Barcelona

Julán Hernández, 8, baixos, esq.  
Tel. 91 388 21 80 - Fax 91 759 96 12  
28043 Madrid

Barcelona, 3, 2n. 1n  
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17001 Girona


## INFORME D'AUDITORIA DELS ESTATS I COMPTES ANUALS

### Al Consell d'Administració de l'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA

- 1 - Hem auditat els estats i comptes anuals de l'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA (en endavant **ATM**), que comprenen el balanç de situació al 31 de desembre de 2003, el compte de resultats, la liquidació del pressupost i la memòria corresponents a l'exercici anual acabat en la data esmentada, la formulació dels quals és responsabilitat dels Administradors de l'**ATM**. La nostra responsabilitat és expressar una opinió sobre els esmentats estats i comptes anuals en el seu conjunt, basada en el treball realitzat d'acord amb les normes d'auditoria generalment acceptades que requereixen l'examen, mitjançant la realització de proves selectives, de l'evidència justificativa dels estats i comptes anuals i l'avaluació de la seva presentació, dels principis comptables aplicats en l'àmbit de les administracions públiques i de les estimacions realitzades.
- 2 - Els administradors de l'**ATM** presenten, a efectes comparatius, amb cadascuna de les partides del balanç, del compte de resultats i del quadre de finançament, a més de les xifres de l'exercici 2003, les corresponents a l'exercici anterior. La nostra opinió es refereix exclusivament als estats i comptes anuals de l'exercici 2003. Amb data 25 de febrer de 2003 vàrem emetre el nostre informe d'auditoria sobre els estats i comptes anuals de l'exercici 2002, en el qual vàrem expressar una opinió favorable amb una incertesa.
- 3 - Tal i com s'esmenta en la Nota 12.3 i 13.1 de la memòria que s'adjunta, actualment està en negociació entre l'**ATM**, l'Administració General de l'Estat i les Administracions Consorciades, el Contracte-Programa que hauria de preveure les aportacions de les Administracions per cobrir les necessitats de finançament del transport metropolità per al període 2002-2005 així com la liquidació del Contracte-Programa anterior. Per als exercicis 2002 i 2003 l'**ATM** avança als operadors públics un total de 86 milions d'euros en excés respecte de les aportacions consignades a compte per les diferents Administracions, import que per al primer trimestre de l'exercici 2004 arriba fins als 105 milions d'euros en total. En espera del desenllaç d'aquestes negociacions, el Consell d'Administració de l'**ATM** ha aprovat realitzar aquestes aportacions mitjançant la disposició d'operacions de tesoreria.
- 4 - En la nostra opinió professional, llevat de l'efecte dels ajustaments que poguessin ser necessaris si es conegués el desenllaç final de la incertesa descrita en el paràgraf anterior, els estats i comptes anuals de l'exercici 2003 adjunts expressen, en tots els aspectes significatius, la imatge fidel del patrimoni i de la situació financera de l'**ATM** al 31 de desembre de 2003, dels resultats de les seves operacions reflectits en el compte de resultats i en la liquidació de pressupost adjunts i dels recursos obtinguts i aplicats durant l'exercici anual acabat en aquesta data, i contenen la informació necessària i suficient per a la seva interpretació i comprensió adequades, de conformitat amb els principis i normes de comptabilitat per a les administracions públiques, que mantenen uniformitat amb els aplicats l'exercici anterior.

Barcelona, 27 de febrer de 2004

GABINET TÈCNIC  
D'AUDITORIA I CONSULTORIA, S.A.

  
Enric Ribas i Miràngels  
Soci - Auditor de Comptes



Aquest informe està subjecte a la Llei 40/2003 de 27 de novembre.





## AUTORITAT DEL TRANSPORT METROPOLITÀ

## BALANÇOS DE SITUACIÓ A 31-12-2003 I 31-12-2002

ACTIU		
	2003	2002
<b>IMMOBILITZAT MATERIAL</b>	<b>5.191.690,83</b>	<b>5.843.558,80</b>
CONSTRUCCIONS	308.881,96	308.881,96
MAQUINÀRIA, INSTALLACIONS I ESTRIS	50.842,52	50.518,33
MOBILIARI	75.724,95	72.784,55
EQUIPS PER A PROCESSOS D'INFORMACIÓ	258.212,38	207.705,58
INSTALLACIONS COMPLEXES ESPECIALITZADES	6.216.263,93	6.842.802,16
AMORTITZACIÓ ACUMULADA DE L'IMMOBILITZAT MATERIAL	-1.720.334,92	-940.314,84
<b>IMMOBILITZAT IMMATERIAL</b>	<b>804.878,98</b>	<b>781.945,72</b>
SOFTWARE	1.228.042,17	880.628,84
ALTRE IMMOBILITZAT IMMATERIAL	22.926,81	22.926,81
AMORTITZACIÓ ACUMULADA DE L'IMMOBILITZAT IMMATERIAL	-446.090,00	-121.609,93
<b>INVERSIONS INFR. I BENS US GENERAL</b>	<b>2.619.643,74</b>	<b>0,00</b>
INFRAESTRUCTURA I BENS DESTINATS A L'US GENERAL	2.619.643,74	0,00
<b>IMMOBILITZAT FINANCER</b>	<b>30.000,00</b>	<b>0,00</b>
ACCIONS SENSE COTITZACIÓ OFICIAL	30.000,00	0,00
<b>DEUTORS</b>	<b>22.798.247,23</b>	<b>23.041.105,82</b>
DEUTORS PER DRETS RECONEGUTS.PRESSUPOST CORRENT	22.752.915,05	22.831.141,07
DEUTORS PER DRETS RECONEGUTS.PRESSUPOSTOS TANCATS	29.947,38	29.946,10
HISENDA PÚBLIC, DEUTORA PER IVA	0,00	0,00
ALTRES DEUTORS NO PRESSUPOSTARIS	15.384,80	180.018,65
<b>COMPTES FINANCERS</b>	<b>75.586.604,79</b>	<b>23.288.173,48</b>
FIANCES A CURT TERMINI	18.167,03	18.885,24
ENTREGUES EN EXECUCIÓ D'OPERACIONS	75.300.293,05	8.806.015,20
CAIXA	0,00	0,00
ALTRES PARTIDES PENDENTS D'APLICACIÓ	400,03	400,03
BANCs I INSTITUCIONS DE CRÉDIT. COMPTES OPERATIU	267.744,68	13.079.485,41
BANCs I INSTITUCIONS DE CRÉDIT. COMPTES RESTINGITS DE RECA	0,00	211.010,11
BANCs I INSTITUCIONS DE CRÉDIT. COMPTES FINANCERS	0,00	1.168.374,49
FORMALITZACIÓ	0,00	0,00
<b>AJUSTOS PER PERIODIFICACIÓ</b>	<b>6.179.589,74</b>	<b>3.026.031,06</b>
DESPESES AVANÇADES	6.179.589,74	3.026.031,06
INGRESSOS DIFERITS		
<b>RESULTAT DE L'EXERCICI</b>		<b>453.631,82</b>
<b>TOTAL ACTIU</b>	<b>113.210.655,31</b>	<b>66.232.447,70</b>
<b>COMPTES CONTROL PRESSUPOSTARI</b>	<b>871.748,57</b>	<b>956.157,70</b>
PRESSUPOST DE DESPESES D'EXERCICIS POSTERIORIS	871.748,57	956.157,70
<b>COMPTES D'ORDRE</b>	<b>32.886.702,68</b>	<b>7.048.145,96</b>
AVALS REBUTS	32.869.874,88	7.031.317,96
AVALS PROVISIONALS	16.828,00	16.828,00

El Director General,

La Cap d'Administració,







## AUTORITAT DEL TRANSPORT METROPOLITÀ

## BALANÇOS DE SITUACIÓ A 31-12-2003 I 31-12-2002

PASSIU		
	2003	2002
<b>PATRIMONI I RESERVES</b>	<b>4.881.251,17</b>	<b>5.334.882,99</b>
PATRIMONI	4.881.251,17	5.334.882,99
<b>SUBVENCIIONS DE CAPITAL</b>	<b>7.470.005,19</b>	<b>5.263.688,40</b>
DEL SECTOR ESTATAL	6.962.172,00	4.831.840,76
DE COMUNITATS AUTÒNOMES	507.833,19	431.845,64
<b>DEUTES A CURT TERMINI</b>	<b>81.513.343,55</b>	<b>30.036.074,42</b>
CREDITORS PER OBLIG. REC. I PAG. ORDENATS PRESS. C.	32.479.117,65	21.522.257,04
CREDITORS PER OBLIG. RECONEG. PRESS. TANCATS	50.085,17	81.049,97
HISENDA PÚBLICA, CREDITORA PER CONCEP. FISCALS	29.754,15	36.870,54
SEGURETAT SOCIAL, CREDITORA	4.603,52	5.224,51
HISENDA PÚBLICA, CREDITORA PER IVA	512.251,90	318.113,62
ALTRES CREDITORS NO PRESSUPOSTARIS	44.131.179,98	176.400,79
FIANCES A CURT TERMINI	33.120,83	25.742,89
CREDITORS PER DEVOLUCIONS D'INGRESSOS	0,00	0,00
OPERADORS PER INTEGRACIÓ TARIFÀRIA	4.273.230,37	7.872.605,96
<b>AJUSTOS PER PERIODIFICACIÓ</b>	<b>18.804.199,77</b>	<b>15.597.803,89</b>
DESPESES DIFERIDES	8.361.872,15	5.033.888,46
INGRESSOS AVANÇATS	10.242.327,62	10.563.915,41
<b>RESULTAT DE L'EXERCICI</b>	<b>741.855,63</b>	
<b>TOTAL PASSIU</b>	<b>113.210.555,31</b>	<b>56.232.447,70</b>
<b>COMPTES CONTROL PRESSUPOSTARI</b>	<b>871.748,57</b>	<b>856.157,70</b>
DESPESES COMPROMESSES D'EXERCICIS POSTERIORIS	871.748,57	856.157,70
<b>COMPTES D'ORDRE</b>	<b>32.886.702,68</b>	<b>7.048.145,98</b>
AVALISTES	32.869.874,68	7.031.317,98
DEPOSITANTS D'AVALS PROVISIONAL	16.828,00	16.828,00

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## AUTORITAT DEL TRANSPORT METROPOLITÀ

## COMPTES DE RESULTATS CORRESPONENTS ALS EXERCICIS ACABATS EL 31-12-2003 I 31-12-2002

	2.003	2.002
<b>INGRESSOS EXPLOTACIÓ</b>	<b>573.517.199,73</b>	<b>518.895.288,49</b>
VENDES DE SERVEIS	291.945.992,54	260.135.189,94
INGRESSOS FINANCERS	118.217,86	635.659,12
INDEMNITZACIONS	0,00	0,00
D'ORGANISMES AUTONOMS ADMINISTRATIS	485,85	0,00
D'ORGANISMES AUTONOMS ADMIN ENTITAT LOCAL	1.309,27	0,00
TRANSFERÈNCIES DE L'ADM. GENERAL DE L'ESTAT	94.730.400,48	105.171.430,87
TRANSFERÈNCIES DE COMUNITATS AUTÒNOMES	82.790.088,82	78.715.200,78
TRANSFERÈNCIES D'ENTITATS LOCALS	81.272.813,80	74.049.835,07
TRANSFERÈNCIES DE L'EXTERIOR	11.573,51	0,00
REINTEGRAMENTS DE PRESSUPOSTOS TANCATS	9.105,85	186.368,57
ALTRES INGRESSOS	5.211,56	1.584,13
INGRESSOS PER TRANSFERÈNCIA DE COMUNITAT AUTONOMA	22.632.220,49	0,00
<b>DESPESES D'EXPLOTACIÓ</b>	<b>571.392.014,63</b>	<b>519.336.807,59</b>
SOUS I SALARIS	1.325.762,46	1.280.926,46
INDEMNITZACIONS PER RAÓ DE SERVEI	70.046,39	48.079,57
COTITZACIONS SOCIALS A CÀRREC DE L'ENTITAT	288.500,50	279.292,12
ALTRES DESPESES SOCIALS	24.283,96	8.191,93
ARRENDAMENTS	118.989,87	115.186,85
REPARACIONS I CONSERVACIÓ	561.687,55	298.066,75
SUBMINISTRAMENTS	22.141,64	19.351,92
COMUNICACIONS	129.176,98	52.176,94
TREBALLS REALITZATS PER ALTRES EMPIRES	209.322.352,75	258.348.358,02
PRIMES D'ASSEGURANCES	43.591,86	13.861,81
MATERIAL D'OFICINA	77.175,66	75.351,46
DESPESES DIVERSES	493.991,96	486.288,47
TRANSFERÈNCIES A OPERADORS PÚBLICS	203.215.000,00	216.875.209,57
TRANSFERÈNCIES A ENTITATS LOCALS	34.425.605,00	26.083.520,49
TRANSFERÈNCIES A INSTITUCIONS SENSE FINAL. LUCRE	0,00	2.500,00
TRANSFERÈNCIES CORRENTS A EMPIRES PRIVADES	17.760.832,82	14.790.402,11
TRANSFERÈNCIES DE CAPITAL A EMPIRES PRIVADES	23.294.172,40	158.149,83
TRIBUTS ESTATALS	218.722,82	400.926,49
<b>MARGE BRUT</b>	<b>2.125.185,10</b>	<b>-441.519,10</b>
<b>DESPESES FINANCERES</b>	<b>983.695,20</b>	<b>410,39</b>
INTERESSOS PRESTECES	983.192,35	410,38
ALTRES DESPESES FINANCERES	502,85	0,00
<b>AMORTITZACIONS I PROVISIONS</b>	<b>1.109.518,60</b>	<b>813.853,15</b>
AMORTITZACIÓ DE L'IMMOBILITZAT MATERIAL	785.038,53	777.425,09
AMORTITZACIÓ DE L'IMMOBILITZAT IMMATERIAL	324.480,07	36.428,06
<b>RESULTAT NET</b>	<b>31.971,30</b>	<b>-1.255.782,64</b>
RESULTATS EXTRAORDINARIS	709.884,33	802.150,82
MODIFICACIÓ OBLIGACIONS PRESSUPOSTOS TANCATS	0,00	0,00
<b>RESULTAT DE L'EXERCICI</b>	<b>741.855,63</b>	<b>-453.631,82</b>

El Director General,

La Cap d'Administració





# AUTORITAT DEL TRANSPORT METROPOLITÀ

Exercici comptable : 2003  
26/2/04

## RESUM DE LIQUIDACIÓ DEL PRESSUPOST 2003

CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	DRETS RECONEGUTS	DRETS RECAPTATS	PENDENT COBRAMENT	ESTAT D'EXECUCIÓ	%
3: Taxes i altres ingr.	259.210.000,00	32.724.592,53	291.934.592,53	291.960.309,75	291.943.909,75	16.400,00	-25.717,22	100,01%
4: Transfer. corrents	270.237.959,00	10.000.000,00	280.237.959,00	280.806.908,79	238.070.483,74	22.736.425,05	-568.949,79	100,22%
5: Ingressos patrimon.	0,00	0,00	0,00	118.217,86	118.217,86	0,00	-118.217,86	-
7: Transferències capital	22.219.417,49	0,00	22.219.417,49	22.219.417,49	22.219.417,49	0,00	0,00	100,00%
6: Alienació d'Inversions Reals	0,00	0,00	0,00	390,00	300,00	90,00	-390,00	0,00%
8: Rom. Tres. fin. IRC	0,00	14.235.783,50	14.235.783,50	0,00	0,00	0,00	14.235.783,50	0,00%
<b>TOTAL INGRESSOS</b>	<b>551.667.376,49</b>	<b>56.960.376,03</b>	<b>588.627.752,52</b>	<b>575.105.243,89</b>	<b>552.352.328,84</b>	<b>22.752.915,05</b>	<b>13.522.508,63</b>	<b>97,70%</b>
CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	OBLIGACIONS RECONEGUTS	OBLIGACIONS PAGADES	PENDENT PAGAMENT	ESTAT D'EXECUCIÓ	%
1: Personal	1.821.797,71	0,00	1.821.797,71	1.685.896,59	1.659.909,24	25.987,35	135.901,12	92,54%
2: Compra béns i serveis	258.028.688,97	36.127.512,97	294.156.201,94	291.392.676,64	290.328.129,26	1.064.547,38	2.763.525,30	99,06%
3: Despeses financeres	2.173.117,32	-152.300,00	2.020.817,32	914.677,32	914.677,32	0,00	1.106.140,00	45,26%
4: Transfer. corrents	265.475.605,00	10.000.000,00	255.475.605,00	253.900.847,90	222.996.991,21	30.903.856,69	1.574.757,10	99,38%
6: Inversions	684.396,00	4.757.813,52	5.442.209,52	3.300.226,63	2.857.661,76	442.564,87	2.141.982,89	60,64%
7: Transfer. Capital	23.483.771,49	6.197.349,54	29.681.121,03	23.294.172,40	23.252.011,04	42.161,36	6.386.948,63	78,48%
8: Actius Financers	0,00	30.000,00	30.000,00	30.000,00	30.000,00	0,00	0,00	100,00%
<b>TOTAL DESPESES</b>	<b>551.667.376,49</b>	<b>56.960.376,03</b>	<b>588.627.752,52</b>	<b>574.518.497,48</b>	<b>542.039.379,83</b>	<b>32.479.117,65</b>	<b>14.109.255,04</b>	<b>97,60%</b>

El Director General,

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## RESUM DE LIQUIDACIÓ D'AGRUPACIÓ D'EXERCICIS TANCATS

CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	DRETS RECONEGUTS	DRETS RECAPTATS	PENDENT COBRAMENT	ESTAT D'EXECUCIÓ	%
0.- Exercicis tancats	22.861.087,17	0,00	22.861.087,17	22.861.087,17	22.831.139,79	29.947,38	0,00	100,00%
<b>TOTAL INGRESSOS</b>	<b>22.861.087,17</b>	<b>0,00</b>	<b>22.861.087,17</b>	<b>22.861.087,17</b>	<b>22.831.139,79</b>	<b>29.947,38</b>	<b>0,00</b>	<b>100,00%</b>
CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	OBLIGACIONS RECONEGUTS	OBLIGACIONS PAGADES	PENDENT PAGAMENT	ESTAT D'EXECUCIÓ	%
0.- Exercicis tancats	21.603.307,01	0,00	21.603.307,01	21.603.307,01	21.553.221,84	50.085,17	0,00	100,00%
<b>TOTAL DESPESES</b>	<b>21.603.307,01</b>	<b>0,00</b>	<b>21.603.307,01</b>	<b>21.603.307,01</b>	<b>21.553.221,84</b>	<b>50.085,17</b>	<b>0,00</b>	<b>100,00%</b>
<b>DIFERÈNCIES ING/DESP</b>	<b>1.257.780,16</b>	<b>0,00</b>	<b>1.257.780,16</b>	<b>1.257.780,16</b>	<b>1.277.917,95</b>	<b>-20.137,79</b>		

El Director General,

La Cap d'Administració







## AUTORITAT DEL TRANSPORT METROPOLITÀ

Exercici comptable : 2003

## ROMANENT LÍQUID DE TRESORERIA A 31-12-2003

1. (+) DEUTORS PENDENTS DE COBRAR A FINAL DE L'EXERCICI		22.818.414,28
De Pressupost d'ingressos. Exercici Corrent	22.752.915,05	
De Pressupost d'ingressos. Pressupostos tancats	29.947,38	
D'operacions comercials	0,00	
D'altres operacions no pressupostàries	33.551,83	
Menys = Saldos de cobrament dubtós	0,00	
Menys = Ingressos realitzats pendents d'aplicació definitiva	0,00	
2. (-) CREDITORS PENDENTS DE PAGAMENT A FINAL DE L'EXERCICI		6.212.650,47
De Pressupost de despeses. Exercici Corrent	32.479.117,65	
De Pressupost de despeses. Pressupostos tancats	50.085,17	
De pressupost d'ingressos	0,00	
D'operacions comercials	0,00	
D'altres operacions no pressupostàries	48.984.140,73	
Menys = Pagaments realitzats pendents d'aplicació definitiva	75.300.683,08	
3. (+) FONS LÍQUIDS EN LA TRESORERIA A FINALS DE L'EXERCICI		267.744,68
4. ROMANENT DE TRESORERIA AFECTAT A DESPESES AMB FINANÇAMENT FINALISTA		12.417.573,00
5. ROMANENT DE TRESORERIA PER A DESPESES GENERALS (1-2+3-4)		4.453.935,47
ROMANENT DE TRESORERIA TOTAL		16.871.508,47

El Director General,

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**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Exercici comptable : 2003

**RESULTAT PRESSUPOSTARI A 31-12-2003**

1. DRETS RECONEGUTS NETS	575.105.243,89	
2. OBLIGACIONS RECONEGUDES NETES	574.518.497,48	
3. RESULTAT PRESSUPOSTARI (1-2)		<b>586.746,41</b>
4. DESVIACIONS POSITIVES DE FINANÇAMENT	6.461.290,84	
5. DESVIACIONS NEGATIVES DE FINANÇAMENT	0,00	
6. DESPESES FINANÇADES AMB ROMANENTS LÍQUIDS DE TRESORERIA	7.210.974,62	
7. RESULTAT D'OPERACIONS COMERCIALS	0,00	
8. RESULTAT PRESSUPOSTARI AJUSTAT (3-4+5+6+7)		<b>1.336.430,19</b>

El Director General,

La Cap d'Administració,





**MEMÒRIA DE L'EXERCICI 2003 DE  
L'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI  
PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE  
TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**



## Nota 1 - INFORMACIÓ GENERAL

### 1.1 - Naturalesa de l'Entitat

**L'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA** (en endavant ATM) fou constituïda en virtut del conveni subscrit el 19 de març de 1997 per la Generalitat de Catalunya, l'Ajuntament de Barcelona i l'Entitat Metropolitana del Transport. És una entitat de dret públic, amb personalitat jurídica i patrimoni propis, de caràcter voluntari i de duració indefinida. Es poden adherir a l'ATM totes les administracions titulars de serveis públics de transports col·lectius, individualment o a través d'entitats que les agrupin i representin, que pertanyin a l'àmbit format per les comarques de l'Alt Penedès, el Baix Llobregat, el Barcelonès, el Garraf, el Maresme, el Vallès Occidental i el Vallès Oriental.

### 1.2 - Objectiu

L'ATM té com a finalitat articular la cooperació entre les administracions públiques titulars dels serveis i de les infraestructures del transport públic col·lectiu de l'àrea de Barcelona que en formen part, així com la col·laboració amb aquelles altres que, com l'Administració de l'Estat (en endavant AGE), hi estan compromeses financerament o són titulars de serveis propis o no traspassats, mitjançant l'elaboració i el seguiment de tots els instruments jurídics, tècnics i financers que es considerin convenients, i, en general, la realització de les funcions que li siguin encomanades per les entitats que la componen.

D'acord amb els seus Estatuts, les funcions de l'ATM són les següents:

- Planificació d'infraestructures i serveis de transport públic col·lectiu.
- Relacions amb els operadors de transport col·lectiu (concertació i seguiment de contractes-programa i altres convenis).



- Gestió del finançament del sistema per part de les administracions i control dels ingressos, costos i inversions de les empreses prestadores del servei.
- Ordenació de tarifes.
- La publicitat, la informació i les relacions amb els usuaris.
- Altres referents al marc normatiu futur.

### 1.3 - Organització

Els Òrgans de Govern de l'ATM previstos en els seus Estatuts i Reglament de Règim Interior són els següents:

- El Consell d'Administració.
- El President.
- El Comitè Executiu.
- El Director General.

## Nota 2 - BASES DE PRESENTACIÓ

### 2.1 - Règim comptable

D'acord amb pronunciaments de la "Intervención General de la Administración del Estado", són aplicables als Consorcis les normes de caràcter general vigents per a l'administració local, amb aquelles particularitats que pugui fixar els Estatuts. Per aquest motiu, els estats i comptes anuals de l'ATM de l'exercici 2003 han estat preparats d'acord amb la normativa principal recollida a la següent legislació:





- a) Llei 39/1988 de 28 de desembre, reguladora de les Hisendes Locals.
- b) R.D. 500/1990 de 20 d'abril, pel qual es desenvolupa el capítol primer del títol sisè de la Llei 39/1988.
- c) Instrucció de Comptabilitat de l'Administració Local (ICAL), de 17 de juliol de 1990.
- d) Documents sobre principis comptables, emesos per la Comissió de Principis i Normes Comptables Públiques, creada per Resolució de la Secretaria d'Estat d'Hisenda de 28 de desembre de 1990.

## 2.2 - Estats i comptes anuals

- a) Els estats i comptes anuals de l'exercici 2003 són els següents:
  - Liquidació del Pressupost.
  - Balanç de Situació.
  - Compte de Resultats.
  - Memòria.
- b) Els saldos dels estats i comptes anuals són coincidents amb els que figuren als registres de comptabilitat de l'ATM.
- c) Els estats i comptes anuals de l'exercici 2003 resten pendents d'aprovació pel Consell d'Administració.

## 2.3 - Imports monetaris

A manca d'indicació en contrari, els imports monetaris d'aquesta memòria s'expressen en euros.



### Nota 3 - NORMES DE VALORACIÓ

Les normes de valoració més rellevants aplicades en la preparació i presentació dels estats i comptes anuals són les següents:

#### 3.1 - Immobilitzat matricial i Inversions en infraestructura i béns destinats a l'ús general

Figura valorat d'acord amb els criteris que s'indiquen a continuació:

- a) Les inversions es valoren a preu d'adquisició.
- b) Les reparacions que no signifiquin una ampliació de la vida útil i les despeses de manteniment són carregades directament al compte de resultats. Els costos d'ampliació o millora que donen lloc a un augment de la durada del bé són capitalitzats com a més valor del bé.
- c) Els estudis preliminars corresponents a projectes d'inversió s'imputen a despesa en l'exercici que es realitzen, llevat que l'ATM rebi ingressos específics per al seu finançament. En aquest cas, es registren als epígrafs d'immobilitzat (cost) i Subvencions de capital (finançament).
- d) Els coeficients aplicats en el càlcul de les amortitzacions són els resultants de considerar les següents vides útils:

- Construccions
- Maquinària, instal·lacions i estris
- Mobiliari
- Equips procés informació
- Instal·lacions complexes especialitzades

Anys  
vida útil

8  
8  
10  
4  
4 - 10



La vida útil de les construccions i instal·lacions ordinàries s'ha adequat a la durada del contracte d'arrendament de la finca on estan situades.

- e) Les inversions de l'exercici es comencen a amortitzar des del moment en què entren en funcionament.
- f) La baixa de les inversions en infraestructures i béns destinats a l'ús general, amb càrrec al compte de "Patrimoni lliurat a l'ús general", es registra comptablement quan les inversions han finalitzat totalment.

### 3.2 - Immobilitzat immaterial

Aquest epígraf comprèn els costos d'adquisició del software informàtic i de la marca SMTPC i de la pròpia ATM. L'amortització es realitza considerant unes vides útils de tres i cinc anys respectivament.

### 3.3 - Immobilitzat financer

Correspon al valor nominal de la participació del 50% en el capital de la Societat Sermetra, S.L.

### 3.4 - Deutors

Correspon al valor nominal dels drets pendents de cobrament els quals són, en tots els casos, amb venciment a curt termini.





### 3.5 - Subvencions de capital i ingressos avançats

L'ATM rep finançament de les administracions públiques per al desenvolupament de projectes d'inversió o projectes que tenen aplicació al compte de resultats. Aquest finançament es registra transitòriament a l'epígraf d'ingressos avançats. Els traspassos a l'epígraf de subvencions de capital del balanç de situació, o al compte de resultats es realitzen de forma correlacionada amb l'execució dels projectes d'inversió o de despeses que respectivament financen.

### 3.6 - Deutes a curt termini

Reflecteixen el valor nominal de les obligacions pendents de pagament, les quals són en tots els casos, amb venciment inferior a dotze mesos.

### 3.7 - Ingressos i despeses

Els ingressos i despeses són registrats a la comptabilitat financera atenent als principis de l'acreditament i de correlació d'ingressos i despeses, independentment del moment en què es cobren o es paguen, i d'aquell en què se'n produeix el reconeixement pressupostari.

D'altra banda, els ingressos i despeses s'incorporen a la Liquidació Pressupostària en el moment en què es produeix l'acte administratiu de reconeixement dels respectius drets i obligacions.

### 3.8 - Impost sobre Societats

D'acord amb la naturalesa de l'ATM i en aplicació de la Llei 43/95, de l'Impost sobre Societats, aquesta es troba exempta de l'Impost i no està subjecta a retencions a compte pels rendiments financers que obtingui.





### 3.9 - Medi ambient

Les despeses derivades de les actuacions que tenen per objecte la protecció i millora del medi ambient es comptabilitzen, si s'escau, com a despeses de l'exercici en què s'incorren. No obstant això, si suposen incorporacions a l'immobilitzat com a conseqüència d'actuacions per a minimitzar l'impacte ambiental i la protecció i millora del medi ambient, es comptabilitzen com a major valor de l'immobilitzat.

### Nota 4 - IMMOBILITZAT MATERIAL I INVERSIONS EN INFRAESTRUCTURA I BÉNS DESTINATS A L'ÚS GENERAL

4.1 - Els moviments comptables registrats pels comptes que integren l'immobilitzat material de l'ATM al llarg de l'exercici 2003 es detallen en el quadre que s'insereix en la pàgina següent.

4.2 - Les inversions de l'exercici corresponen principalment als següents conceptes:

a) Certificacions de Tramvia Metropolità, S.A. corresponents al projecte i execució de les obres de construcció d'un pas sota l'autopista A-2 per tal de permetre la circulació del Tramvia Diagonal-Baix Llobregat. Aquesta actuació està finançada pel Ministerio de Fomento en virtut del conveni de cooperació formalitzat el 8 de maig de 2002 (Nota 9.3), on l'ATM es compromet a cedir aquestes obres als Ajuntaments respectius una vegada estiguin executades en la seva totalitat. L'import previst de l'actuació és de 3.907 milers d'euros i a 31 de desembre de 2003 s'ha executat un import de 2.620 milers d'euros.

b) La resta d'inversions de l'exercici corresponen principalment a equips informàtics.





# IMMOBILITZAT MATERIAL I INVERSIONS EN INFRAESTRUCTURA I BÉNS DESTINATS A L'ÚS GENERAL

## VALOR DE COST

## FONS D'AMORTITZACIÓ

	Saldo 1.1.2003	Altes	Baixes	Saldo 31.12.2003	Saldo 1.1.2003	Dotacions	Baixes	Saldo 31.12.2003	Valor Net 31.12.2003
Construccions	309.881,96	-	-	309.881,96	64.375,60	38.735,24	-	103.110,84	206.771,12
Maquinària, instal·lacions i estris	50.519,33	423,19	-	50.942,52	22.121,17	6.727,98	-	28.849,15	22.093,37
Mobiliari	72.784,59	2.940,36	-	75.724,95	23.598,87	7.443,00	-	31.041,87	44.683,08
Equips procés informació	207.705,38	56.323,26	(-) 5.018,45	259.212,39	150.923,43	15.526,35	(-) 5.018,45	161.431,33	97.781,06
Instal·lacions complexes especialitzades	5.942.982,18	273.281,75	-	6.216.263,93	679.295,77	716.605,96	-	1.395.901,73	4.820.362,2
IMMOBILITZAT MATERIAL	6.583.873,64	333.170,56	(-) 5.018,45	6.912.025,75	940.314,84	785.038,53	(-) 5.018,45	1.720.334,92	5.191.690,83

## INVERSIONS EN INFRAESTRUCTURA I BÉNS DESTINATS A L'ÚS GENERAL

	-	2.619.643,74	-	2.619.643,74	-	-	-	-	2.619.643,74
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## Nota 5 - IMMOBILITZAT IMMATERIAL

- 5.1 - Els moviments comptables registrats pels comptes que componen l'epígraf d'immobilitzat immaterial es detallen en el quadre que s'insereix en la pàgina següent.
- 5.2 - Les inversions més importants de l'exercici corresponen a l'adquisició de programes informàtics diversos.

## Nota 6 - DEUTORS

El saldo al 31 de desembre de 2003 de l'epígraf de Deutors per drets reconeguts presenta la següent composició (Nota 12.3):

• Contracte-Programa:		
- Generalitat de Catalunya	21.082.749,94	
- Ajuntament de Barcelona	<u>1.374.815,05</u>	22.457.564,99
• Altres		325.297,44
		<u>22.782.862,43</u>

## Nota 7 - COMPTES FINANCERS

- 7.1 - L'epígraf "Bancs i Institucions de Crèdit" correspon a saldos disponibles en diferents entitats de crèdit.





## IMMOBILITZAT IMMATERIAL

## VALOR DE COST

## FONS D'AMORTITZACIÓ

	Saldo 1.1.2003	Inversions	Saldo 31.12.2003	Saldo 1.1.2003	Dotacions	Saldo 31.12.2003	Valor Net 31.12.2003
• Software	880.629,84	347.412,33	1.228.042,17	108.382,03	322.999,82	431.381,85	796.660,32
• Altre immobilitzat immaterial	22.926,81	-	22.926,81	13.227,90	1.480,25	14.708,15	8.218,66
	<b>903.556,65</b>	<b>347.412,33</b>	<b>1.250.968,98</b>	<b>121.609,93</b>	<b>324.480,07</b>	<b>446.090,00</b>	<b>804.878,98</b>

- Software
- Altre immobilitzat immaterial

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- 7.2 - El saldo de l'epígraf "Lliuraments en Execució d'Operacions" correspon als pagaments efectuats als operadors TMB i FGC en concepte d'aportacions del Contracte-Programa 2002-2005, amb el següent detall (Nota 12.3):

	2002	2003	TOTAL
• Transports de Barcelona, S.A. i Ferrocarril Metropolità de Barcelona, S.A. (TMB)	7.387.114,35	47.566.312,86	54.953.427,21
• Ferrocarrils de la Generalitat de Catalunya (FGC)	1.420.900,85	18.925.964,99	20.346.865,84
	8.808.015,20	66.492.277,85	75.300.293,05

- 7.3 - L'ATM té concertades diverses operacions de tresoreria amb entitats de crèdit fins a un límit de 86 milions d'euros, que a 31 de desembre de 2003 estaven disposades en 44 milions d'euros. En l'exercici 2004 s'està procedint a la renovació i ampliació d'aquestes operacions de tresoreria fins a un límit de 105 milions d'euros segons acord del Consell d'Administració de 10 de desembre de 2003 (Nota 12.3).

#### Nota 8 - PATRIMONI I RESERVES I RESULTAT DE L'EXERCICI

Els fons propis de l'ATM han tingut el següent moviment durant l'exercici 2003:

	Saldo 1.1.2003	Aplicació Resultat 2003	Resultat 2003	Saldo 31.12.03
• Patrimoni	5.334.882,99	(-) 453.631,82	-	4.881.251,17
• Resultat de l'exercici	(-) 453.631,82	453.631,82	741.855,63	741.855,63
	4.881.251,17	-	741.855,63	5.623.106,80



## Nota 9 - SUBVENCIONS DE CAPITAL I INGRESSOS AVANÇATS

9.1 - Les subvencions procedents del sector estatal corresponen als següents conceptes:

a) Fons del Contracte-Programa (Nota 12.3) aplicats al desenvolupament d'un sistema de gestió i ajut a l'explotació a l'ATM i a les empreses de transport públic en règim de gestió indirecta (veure Nota 4.1, epígraf d'Instal·lacions complexes especialitzades).

• Saldo a 1 de gener de 2003	<u>4.831.840,76</u>
• Inversió de l'exercici 2003	<u>48.115,20</u>
• Aplicació a resultats (amortització econòmica)	<u>(-) 537.426,96</u>
• Saldo a 31 de desembre de 2003	<u>4.342.529,00</u>

b) Fons del Ministerio de Fomento per a l'execució de les obres de construcció d'un pas sota l'autopista A-2 per tal de permetre la circulació del Tramvia Diagonal-Baix Llobregat (Nota 9.3 i 4.2). Import certificat de 2.619.643 euros.

9.2 - Les subvencions de Comunitats Autònomes inclouen el finançament de les inversions realitzades per l'ATM relatives al sistema de validació i venda integrat.

• Saldo a 1 de gener de 2003	<u>431.845,64</u>
• Inversió de l'exercici 2003	<u>255.166,55</u>
• Aplicació a resultats (amortització econòmica)	<u>(-) 179.179,00</u>
• Saldo a 31 de desembre de 2003	<u>507.833,19</u>





### 9.3 - Els ingressos avançats tenen la següent composició:

• Transferències de Contracte-Programa 2002-2005 pendents d'aplicació (Nota 12.3)		<u>7.640.481,25</u>
• Transferències de Contracte-Programa 1998-2001 pendents d'aplicació (Nota 12.3)		<u>(-) 264.659,17</u>
• Transferència de l'INSERSO pel desenvolupament d'un programa d'accessibilitat en les renovacions de flota de les línies regulars d'autobusos:		
- Aportació total 2000	480.809,68	
- Aplicat a ingressos exercici 2000-2001	<u>(-) 294.636,90</u>	
- Ingrés avançat any 2000	<u>186.172,78</u>	
- Aportacions totals 2001 i 2002	<u>961.619,36</u>	<u>1.147.792,14</u>
• Transferència relativa al conveni de 2 de juny de 2000 entre la Generalitat de Catalunya i l'ATM per al finançament del sistema de validació i venda integrat:		
- Aportació total	7.212.145,25	
- Aplicat a ingressos d'exercici 2000-2002	<u>(-) 5.544.376,87</u>	
- Aplicat a Subvencions de capital a l'exercici 2001-2002	<u>(-) 568.021,10</u>	
- Aplicat a Subvencions de capital a l'exercici 2003	<u>(-) 255.166,55</u>	
- Aplicat a ingressos d'exercici 2003	<u>(-) 412.803,00</u>	<u>431.777,73</u>
• Aportació del Ministerio de Fomento per al pas sota la A-2 (Nota 4.2)	3.906.578,67	
- Aplicat a Subvencions de capital a l'exercici 2003	<u>(-) 2.619.643,00</u>	<u>1.286.935,67</u>
		<u>10.242.327,62</u>



**Nota 10 - CREDITORS**

- 10.1 - El saldo a 31 de desembre de 2003 de l'epígraf de Creditors per obligacions reconegudes i pagaments ordenats presenta la següent composició (Nota 12.3):

• TMB	21.446.227,31
• FGC	9.561.333,36
• EMT	373.274,37
• Tramvia Metropolità, S.A.	374.336,76
• Altres	774.031,02
	<u>32.529.202,82</u>

L'epígraf d'Altres correspon en la seva major a l'adquisició de béns i serveis per part de l'ATM.

- 10.2 - L'epígraf d'"operadors integració tarifària" reflecteix el saldo net creditor relatiu a imports a cobrar i a pagar als operadors i comercialitzadors adherits al Sistema Tarifari Integrat de la regió metropolitana de Barcelona (Nota 12.2). El detall del saldo net és el següent:

OPERADOR	Saldo a pagar (a cobrar)
• TMB	3.343.476,49
• FGC	(-) 220.729,58
• RENFE	976.302,88
• Transportes Urbanos y Servicios Generales, SAL	499.559,27
• Logista, S.A.	(-) 1.223.517,12
• Comercial Servicio Quinielas	(-) 732.581,48
• Altres operadors i comercialitzadors	1.630.719,91
	<u>4.273.230,37</u>



10.3 - El saldo de l'epígraf "despeses diferides" inclou els següents conceptes:

• Despeses a liquidar a l'exercici 2003 per Integració Tarifària (Nota 12.2)	2.175.245,37
• Compensacions per Integració Tarifària del més de desembre de 2003 i altres (Nota 12.2)	228.771,86
• Compensació per Integració Tarifària a RENFE dels exercicis 2001 i 2002 (Nota 12.6)	2.141.671,00
• Compensacions per Integració Tarifària a RENFE de l'exercici 2003 (Nota 12.2)	3.740.129,00
• Interessos acreditats no vençuts	69.017,88
• Altres conceptes	7.037,04
	<u>8.361.872,15</u>

La suma de les despeses diferides per compensacions i interessos, amb un import total de 6.179.589,74 euros, estan finançats per ingressos diferits en concepte de Contracte-Programa (Nota 12.2)

#### Nota 11 - SITUACIÓ FISCAL

11.1 - D'acord amb la legislació vigent, les liquidacions d'impostos no poden considerar-se definitives fins que no han estat inspeccionades per les autoritats fiscals o ha transcorregut el termini de prescripció de quatre anys. L'ATM té oberts a inspecció tots els exercicis no prescrits i per a tots els tributs als que es troba subjecta. En opinió dels administradors de l'ATM no s'espera que es meritin passius addicionals significatius com a conseqüència d'una eventual inspecció.

11.2 - El saldo del compte Hisenda Pública creditora per conceptes fiscals reflecteix bàsicament les retencions practicades a compte de l'I.R.P.F. en el mes de desembre de 2003.





- 11.3 - El saldo del compte Hisenda Pública creditora per I.V.A. correspon a la liquidació de desembre de 2003, ingressada el 30 de gener de 2004.

**Nota 12 - INGRESSOS I DESPESES**

- 12.1 - Ingressos per vendes de serveis

Al 31 de desembre de 2003 aquest epígraf presenta la següent composició:

• Venda de títols integrats	273.311.441,10
• Repercussió de les despeses de gestió del sistema tarifari integrat	18.413.151,43
Ingressos del sistema tarifari integrat (Nota 12.2)	<u>291.724.592,53</u>
• Facturacions a tercers del Centre d'Informació TransMct	221.400,01
	<u>291.945.992,54</u>

- 12.2 - Despeses per treballs realitzats per altres empreses

- a) En l'exercici 2001 es va posar en marxa el Sistema Tarifari Integrat de la regió metropolitana de Barcelona. En virtut dels diferents convenis signats amb els operadors i els comercialitzadors, l'ATM realitza les vendes de títols integrats (T-10, T-50/30, T-MES, T-DIA i altres) i repercuteix als operadors les despeses de gestió del sistema. Per altra banda l'ATM es fa càrrec de liquidar els ingressos assignats a cada operador en funció dels viatgers transportats (validacions i enquestes), de les despeses de gestió del sistema (edició dels títols, comissions de comercialització, rebuig, auditoria, enquestes, comunicació i altres despeses de gestió) i de les compensacions econòmiques acordades amb els operadors.







b) El detall de les despeses associades en l'exercici 2003, en virtut de l'exposat, és el següent:

• Despeses per serveis de transport de viatgers, incentiu de seguretat i taxa de seguretat (ingressos assignats als operadors)	<u>275.344.760,02</u>
• Despeses de gestió del sistema	
- Comissions de comercialització de títols	11.601.519,14
- Despeses gestió ATM (I)	4.989.031,03
- Edició de títols	499.019,98
- Altres	515.320,69
	<u>17.604.890,84</u>
• Despesa neta no repercutida al sistema (prorrata provisional I.V.A. no deduïble i altres)	<u>(-) 849.116,88</u>
• Despeses pendents de liquidar de l'exercici anterior	<u>(-) 2.551.186,75</u>
• Periodificació de despeses a liquidar a l'exercici 2003:	
- Despeses per serveis de transport de viatgers	1.105.142,92
- Despeses de gestió	1.070.102,45
	<u>2.175.245,37</u>
• Despeses del sistema tarifari integrat (Nota 12.1)	<u>291.906.115,20</u>
	<u>291.724.592,53</u>

(I) Import pressupostat





- c) Addicionalment l'ATM liquida, amb el finançament rebut del Contracte-Programa 2002-2005 (Nota 12.3), les següents compensacions per integració tarifària, a les empreses operadores (epígraf de transferències a operadors privats):

• Compensacions Integració Tarifària	13.160.599,32
• Compensacions servei nocturn	3.099.643,58
• Compensacions per Integració Tarifària i servei nocturn periodificades a 31 de desembre 2002	(-) 2.468.310,94
• Compensacions per Integració Tarifària i servei nocturn de l'exercici 2003 periodificades a 31 de desembre 2003 (Nota 10.3)	3.968.900,86
	<u>17.760.832,82</u>

A finals de l'exercici 2003 s'ha calculat la compensació a RENFE en concepte d'Integració Tarifària dels exercicis 2001, 2002 i 2003, i que aquest operador ha facturat el mes de gener del 2004 (veure nota 10.3).

### 12.3 - Ingressos i despeses per transferències corrents (Contracte Programa)

- a) En data 14 de desembre de 1999 es va signar el Contracte Programa període 1999-2001 entre l'Administració General de l'Estat (AGE) i l'ATM que tenia per objecte regular les relacions recíproques relatives al finançament del transport públic regular de viatgers en l'àmbit geogràfic d'actuació, de les empreses públiques (en endavant empreses): Transports de Barcelona, S.A., Ferrocarril Metropolità de Barcelona, S.A. i Ferrocarrils de la Generalitat de Catalunya, departament de Ferrocarrils, línies: Catalunya-Sarrià i Catalans, donant continuïtat a diversos aspectes dels Contractes-Programa relatius al trienni precedent 1995-1997.

Addicionalment, contemplava diverses actuacions a emprendre per l'ATM en relació als operadors de transport públic interurbà de superfície en l'àmbit geogràfic de continu urbà connex a Barcelona.





En la mateixa acta de signatura d'aquest contracte també es va formalitzar el conveni de finançament entre l'ATM i les Administracions Consorciades, pel qual aquestes cobreixen les aportacions a què es va comprometre l'ATM en el Contracte-Programa subscrit amb l'AGE.

- b) El 27 d'abril de 2000 es van formalitzar els Contractes-Programa de l'ATM amb les empreses operadores, en virtut dels quals l'ATM aplicava els fons rebuts de les Administracions en el nivell necessari per a la total cobertura del compte de resultats i del finançament de les inversions de FGC i TMB (inclòs el compromís de finançament del material mòbil de la línia II, associat al Contracte-Programa 1995-97). Addicionalment l'ATM també realitzava les aportacions previstes per al sanejament financer de TMB i per a l'amortització del deute d'FGC.
- c) Pel que fa a les aportacions als operadors del transport públic interurbà de superfície en l'àmbit geogràfic de continu urbà connex a Barcelona (gestió indirecta), l'ATM i l'EMT van formalitzar en data 27 d'abril de 2000 un conveni que regulava les relacions interinstitucionals entre ambdues administracions durant el període de vigència del Contracte-Programa abans esmentat.
- d) A la data de tancament de l'exercici 2003 es trobaven en curs les negociacions entre les diferents administracions implicades, del Contracte-Programa i Convenis de Finançament relatius al període 2002-2005. Per als exercicis 2002 i 2003, d'acord amb els contractes vigents fins a l'exercici 2001, l'AGE i les Administracions Consorciades han inclòs una partida per al finançament del transport en els seus pressupostos atès que es intenció de totes les administracions donar continuïtat a aquest marc de finançament.

Com a conseqüència del desfasament produït entre les necessitats de finançament dels operadors i les aportacions consignades de les diferents administracions, el Consell d'Administració de l'ATM, en sessió de 4 de juliol de 2002, acorda entre d'altres:





- Autoritzar l'ATM a fer ús d'operacions de tresoreria per fer front al dèficit d'aportacions de les administracions de l'exercici 2002 per import de 35.824 milers d'euros.
- Sol·licitar a les Administracions Consorciades que en el Contracte-Programa 2002-2005 incloguin una partida específica per afrontar el pagament a l'ATM del capital i les despeses financeres generades per aquesta operació.
- Sol·licitar als operadors TMB i FGC que limitin les seves despeses corrents de l'any 2002 i difereixin el pagament i execució d'inversions fins a l'any 2003.

El Consell d'Administració de l'ATM, en sessió de 12 de desembre de 2002, va aprovar ampliar l'acord d'utilització d'operacions de tresoreria fins a 86 milions d'euros, per tal de cobrir addicionalment una part del dèficit d'aportacions per a l'exercici 2003. També es va acordar encomanar als serveis de l'ATM el disseny d'un Pla de finançament que permeti donar compliment als compromisos adquirits per les Administracions Consorciades, en relació amb els diferents operadors de transport, i a les actuacions d'ampliació d'oferta ja acordades i incloses en la proposta de nou Contracte-Programa, actualment en negociació amb l'AGE.

Posteriorment, el Consell d'Administració de l'ATM, en sessió de 10 de desembre de 2003, va aprovar la renovació i ampliació de les esmentades operacions de tresoreria fins a un import de 105 milions d'euros per tal de cobrir el dèficit d'aportacions per al primer trimestre del 2004.

Les administracions consorciades, Generalitat de Catalunya, en sessió de Govern del dia 4 de febrer de 2003, Ajuntament de Barcelona, per resolució d'Alcaldia de 24 de febrer de 2003 i EMT per acord del Consell Metropolità de 13 de febrer de 2003, van ratificar els acords del Consell d'Administració de l'ATM de 4 de juliol de 2002 i 12 de desembre de 2002 pels quals s'autoritza l'ATM a concertar i fer ús de les operacions de tresoreria esmentades. Posteriorment també han ratificat els acords d'ampliació i renovació de desembre del 2003.







Fins a 31 de desembre de 2003 l'ATM ha lliurat als operadors un import de 75.300 milers d'euros per aquest concepte, sobre el total de 86.000 milers d'euros previstos. Aquest lliurament s'ha registrat a l'epígraf de "Lliuraments en Execució d'Operacions", Nota 7.2.

- c) En l'exercici 2003 l'ATM ha reconegut com a ingrés de transferència per Contracte-Programa un import de 2.301 milers d'euros en concepte de compensació per despeses financeres (operacions de tresoreria esmentades), quotes d'IVA no deduïble (prorrata) i despeses associades al subministrament de material mòbil.
- f) En el quadre resum que segueix, es detallen les transferències rebudes al exercici 2003 per l'ATM de les Administracions, així com les aportacions que aquesta ha realitzat als operadors en virtut dels acords amb cadascun d'ells i les despeses relatives a les actuacions en relació als operadors de transport públic interurbà en règim de gestió indirecta. El resum previ és el següent, en milers d'euros:

	<u>Ingressos (2)</u>	<u>Despeses (2)</u>
• Contracte - Programa (1)	258.725	256.064
• Altres	68	-
• Compte de resultats	<u>258.793</u>	<u>256.064</u>

Les despeses per contracte programa que es reflecteixen en el quadre resum posterior inclouen un import liquidat per l'ATM per inversions en el Sistema de Gestió i Ajuda a l'Explotació (S.A.E.) de 48 milers d'euros (Nota 4.3). El finançament corresponent a aquesta inversió s'ha imputat com a subvencions de capital (Nota 9.1).

- (1) Inclouen a ingrés i a despesa un total 6.111 milers d'euros corresponents a les compensacions per integració tarifària pendents d'aplicar a pressupost (Nota 10.3 i 12.2). La periodificació de despeses s'ha registrat amb abonament a l'epígraf de Despeses Diferides, i la periodificació d'ingressos amb càrrec a l'epígraf d'Ingressos Diferits.
- (2) Les despeses inclouen les transferències de capital a empreses operadores per renovació de flota (662 milers d'euros) i no inclouen les transferències corrents aplicades a resultats extraordinaris (Nota 12.6).



## RESUM APORTACIONS CONTRACTE-PROGRAMA (milers d'euros)

	Drets reconeguts		Cobraments		Pendent de cobrament al 31.12.2003
	2002	2003	2002	2003	
<b>INGRESSOS</b>					
• AGE	92.364	94.211	92.364	94.211	-
• Generalitat de Catalunya (2)	80.234	84.321	60.178	83.304	21.083
• Ajuntament de Barcelona	47.871	49.510	46.496	49.519	1.375
• EMT	27.598	32.186	27.598	32.186	-
<b>TOTAL</b>	<b>248.067</b>	<b>260.238</b>	<b>226.636</b>	<b>259.220</b>	<b>22.458</b>
	<b>Obligacions liquidades</b>		<b>Pagaments</b>		
<b>DESPESES (3)</b>	<b>2002</b>	<b>2003</b>	<b>2002</b>	<b>2003</b>	<b>Pendent de pagament al 31.12.2003</b>
• TMB	139.731	163.445	147.480	154.727	20.969
• FGC	45.052	39.770	36.782	38.479	9.561
• EMT (Gestió indirecta)	26.084	34.426	26.084	34.052	374
• Execució directa ATM	12.526	19.631	12.500	19.564	93
<b>TOTAL</b>	<b>243.393</b>	<b>257.272</b>	<b>222.846</b>	<b>246.822</b>	<b>30.997</b>
<b>INGRESSOS AVANÇATS (Nota 9.3)</b>	<b>(-) 4.674</b>	<b>2.966</b>			<b>7.376</b>

(1) Corresponden al total d'ingressos pendents d'aplicar corresponents al Contracte-Programa 1999-2001 a 31 de desembre de 2002.

(2) No inclouen les aportacions de capital efectuades directament per la Generalitat de Catalunya a FGC i previstos en el Contracte-Programa (23.139 milers d'euros per l'exercici 2002 i 23.139 milers d'euros per a l'exercici 2003).

(3) No s'inclouen les aportacions realitzades entreprestatariament de les quals s'han pagat un total de 75.300 milers d'euros dels 86.000 milers d'euros compromesos (Nota 6.2).



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- g) Com a conseqüència del retall pressupostari aplicat en l'exercici 2001 per les diferents administracions, l'ATM va aportar als operadors TMB i FGC un import inferior al previst en els Contractes-Programa corresponents.

Una vegada tancades les necessitats de finançament reals dels diferents operadors per al període 1998-2001, tant per l'ATM com per l'AGE (subjecte a la revisió de la IGAE), s'ha determinat un defecte d'aportació a TMB i FGC per aquest concepte de 13.541 milers d'euros i de 5.863 milers d'euros respectivament. En l'exercici 2002, l'ATM va aportar en concepte d'avançament a compte d'aquesta liquidació del Contracte-Programa 1999-2001, un import de 12.092 milers d'euros (8.439 milers d'euros a TMB i 3.653 milers d'euros a FGC) que correspon pràcticament amb l'import que per aquest concepte tenia pendent d'aplicació a 31 de desembre de 2001. La diferència pendent de liquidar per l'ATM als operadors (7.312 milers d'euros) haurà de ser finançada dins el marc del nou Contracte-Programa actualment en negociació.

#### 12.4 Ingressos i despeses per transferències de capital

Corresponen principalment a la transferència a Tramvia Metropolità, S.A. de la primera anualitat prevista per al finançament de l'execució d'un sistema de tramvia-metro lleuger en el corredor Diagonal-Baix Llobregat. Aquesta transferència, per un import de 22.219 milers d'euros, ha estat rebuda de la Generalitat de Catalunya (Nota 13.1)

Aquest epígraf també inclou diverses transferències per al finançament de renovacions de flota i del sistema de validació i venda.





## 12.5 - Despeses de personal

La plantilla de l'ATM al 31 de desembre de 2003 distribuïda per categories professionals, incloent una persona en comissió de serveis de TMB, es detalla a continuació:

Categoria	Nombre d'empleats
• Director general	1
• Director tècnic	1
• Cap de servei	5
• Cap d'unitat	4
• Tècnic superior	3
• Tècnic grau mitjà	8
• Secretària de direcció	1
• Administratius	7
• Auxiliars administratius	2
	<u>32</u>

Durant l'exercici 2003 l'ATM ha disposat d'un empleat adscrit en comissió de serveis (d'acord amb el conveni subscrit a l'efecte amb TMB). En aquest sentit l'epígraf de treballs realitzats per altres empreses inclou un total de 52 milers d'euros corresponents a aquest concepte.

## 12.6 - Resultats extraordinaris

Aquest epígraf del Compte de resultats té la següent composició:

- Compensació per Integració Tarifària a RENFE dels exercicis 2001 i 2002
- Ingress per transferències corrents aplicades en concepte de Contracte-Programa
- Subvencions de capital aplicades, correlacionades amb l'amortització econòmica (Nota 9.1 i 9.2)
- Altres



2.141.671,00  
(-) 2.141.671,00

716.605,96

(-) 6.721,63

709.884,33





### Nota 13 - ALTRES CONSIDERACIONS

- 13.1 - El 27 d'abril de 2000 el Consell d'Administració de l'ATM va adjudicar la redacció del projecte, la construcció i l'exploració d'un sistema de tramvia-metro lleuger en el corredor Diagonal-Baix Llobregat de l'àrea de Barcelona que inclou sistema tramviari, serveis afectats i expropiacions.

Els terrenys afectats per les expropiacions relatives a aquest projecte formen part del domini públic del Consorci de l'ATM, que actua com a beneficiari en atenció al risc assumit en relació amb l'apreuvament. El pagament d'aquest és obligació de l'empresa adjudicatària fins al límit de la xifra d'inversió prevista per a les expropiacions en el projecte econòmic financer de l'adjudicatari. L'ATM no registrarà comptablement aquesta inversió fins al moment de la seva reversió.

En el decurs de l'exercici 2002 el Consell d'Administració de l'ATM va aprovar la incorporació de modificacions en obres d'urbanització del projecte que sumen 10,5 milions d'euros, així com una modificació del traçat inicial que suposa una inversió addicional de 6,1 milions d'euros. Tot això va incrementar el pressupost del projecte constructiu, aprovat pel Consell d'Administració de l'ATM del 13 de juny de 2001, dels 230,8 milions d'euros inicials a 247,4 milions d'euros (I.V.A. inclòs). En l'exercici 2003 s'ha aprovat noves modificacions del projecte que actualment està en procés d'execució per part de l'adjudicatari (Tramvia Metropolità, S.A.).

L'ATM preveu finançar el cost de la inversió amb els fons compromesos per la Generalitat de Catalunya per aquest concepte (Nota 12.4) i amb recursos provinents del Contracte-Programa actualment en negociació (Nota 12.3).

El Consell d'Administració de l'ATM va aprovar en sessió de 28 de juliol de 2003 el projecte d'exploració del sistema, que en la seva primera fase es posarà en servei cap al mes de març de l'any 2004.





- 13.2 - El 12 de desembre de 2002, el Consell d'Administració de l'ATM va aprovar el projecte constructiu del Tramvia Glòries-Besòs, per un import de 205 milions d'euros, així com el contracte definitiu amb l'adjudicatari (Tramvia Metropolità, S.A.). La primera fase d'exploració està prevista per al mes d'abril del 2004.
- 13.3 - En aquest mateixa data el Consell d'Administració va aprovar l'adjudicació del concurs per al subministrament de trens per a diferents línies del metro de Barcelona, per un valor total dels trens de 464 milions d'euros. Cal esmentar que aquests trens no seran adquirits per l'ATM sinó que en disposarà mitjançant un contracte de "renting".

El 8 d'agost de 2003 es va subscriure entre l'ATM, CAF i una agrupació d'entitats financeres un primer contracte marc per a l'arrendament de 39 trens per a les línies 2, 3 i 5 del metro de Barcelona, posteriorment el 25 de novembre de 2003, es va formalitzar el contracte de subministrament associat. Actualment està pendent de formalitzar el contracte amb Alstom, l'altre adjudicatari, per al subministrament de 50 trens per a la futura línia 9 del metro de Barcelona.

El 28 de juliol de 2003 es va acordar iniciar un procediment similar per a la contractació de 10 nous trens per a la línia 1 del metro de Barcelona.

- 13.4 - Atesa l'activitat a què es dedica l'ATM, la qual ha estat descrita a la Nota 1, aquesta no té responsabilitats, despeses, actius, ni provisions i contingències de naturalesa mediambiental que poguessin ésser significatius en relació amb el patrimoni, la situació financera i els resultats de l'ATM.

Per aquest motiu, no s'inclouen desglossaments en aquesta memòria dels estats i comptes anuals pel que fa a informació sobre qüestions mediambientals.



# **Nota 14 - QUADRE DE FINANÇAMENT**

Els recursos obtinguts durant els exercicis 2003 i 2002, així com la seva aplicació, i l'efecte que han produït aquestes operacions sobre el capital circulant es reflecteixen en el quadre següent:

FONS PERMANENTS					
APLICACIONS	2003	2002	ORÍGENS	2003	2002
Recursos aplicats en l'exercici	-	299.322,72	Recursos generats en l'exercici	1.134.468,27	-
Adquisicions d'immobilitzat			Subvencions de capital	2.922.924,75	26.252,47
Material i Infraestructura	2.952.814,30	74.704,93	Alienacions d'immobilitzat	300,00	2.075.793,80
Immaterial	347.412,33	90.177,96			
Financer	30.000,00	-	Disminució del capital circulant	-	-
Augment del capital circulant	727.466,39	1.637.840,66			
	<b>4.057.693,02</b>	<b>2.102.046,27</b>		<b>4.057.693,02</b>	<b>2.102.046,27</b>

VARIACIONS DEL CAPITAL CIRCULANT				
	2003		2002	
	AUGMENTS	DISMINUCIONS	AUGMENTS	DISMINUCIONS
Deutors	-	242.858,59	-	11.342.767,66
Comptes financers	52.300.431,31	-	4.632.449,43	-
Deutes a curt termini	-	51.477.269,13	7.418.148,45	-
Ajustaments per periodificació	147.162,80	-	930.010,44	-
	52.447.594,11	51.720.127,72	12.980.608,32	11.342.767,66
Variació del capital circulant	-	727.466,39	-	1.637.840,66
	<b>52.447.594,11</b>	<b>52.447.594,11</b>	<b>12.980.608,32</b>	<b>12.980.608,32</b>

CONCILIACIÓ DEL RESULTAT DE L'EXERCICI AMB ELS RECURSOS GENERATS/APLICATS		
	2003	2002
Resultat de l'exercici segons Compte de Resultats	741.855,63	(-) 453.631,82
Dotacions a l'amortització	1.109.518,60	813.853,15
Resultats extraordinaris	(-) 300	19.751,72
Subvencions de capital aplicades	(-) 716.605,96	(-) 679.295,77
<b>RECURSOS GENERATS/APLICATS EN L'EXERCICI</b>	<b>1.134.468,27</b>	<b>(-) 299.322,72</b>









## Budget 2004

## MTA Budget 2004. Budget extension from 2003

### EXPENSES STATEMENT

<i>Article</i>	<i>Denomination</i>	<i>Amount</i>
<b>CHAPTER 1 - PAYROLL COSTS</b>		
10	Executives	50.000,00
12	Public service staff	58.149,02
13	Labourers	1.323.648,69
16	Quotas, loans and social costs of the contractor	390.000,00
	<b>TOTAL CHAPTER 1</b>	<b>1.821.797,71</b>
<b>CHAPTER 2 - EXPENSES FOR CURRENT ASSETS AND SERVICES</b>		
20	Leases	130.880,00
21	Repairs, maintenance and conservation	934.803,65
22	Material, supplies and other	312.774.673,64
23	Compensation for service	87.000,00
24	Printing costs	133.267,20
	<b>TOTAL CHAPTER 2</b>	<b>314.060.624,49</b>
<b>CHAPTER 3 - FINANCIAL COSTS</b>		
31	Loans from the Home Office	4.013.000,00
34	Deposits, guarantees and others	2.000,00
	<b>TOTAL CHAPTER 3</b>	<b>4.015.000,00</b>
<b>CHAPTER 4 - CURRENT TRANSFERS</b>		
44	To public companies and other public bodies	170.271.900,00
46	To local bodies	43.315.000,00
47	To Private Companies	69.366.433,56
	<b>TOTAL CHAPTER 4</b>	<b>292.953.333,56</b>
<b>CHAPTER 6 - REAL INVESTMENTS</b>		
62	New investment associated with operation of the services	2.017.252,19
	<b>TOTAL CHAPTER 6</b>	<b>2.017.252,19</b>
<b>CHAPTER 7 - TRANSFERS OF CAPITAL</b>		
77	To Private Companies	22.678.000,00
	<b>TOTAL CHAPTER 7</b>	<b>22.678.000,00</b>
<b>TOTAL EXPENSES STATEMENT:</b>		<b>637.546.007,95</b>



## INCOME STATEMENT

<i>Article</i>	<i>Denomination</i>	<i>Amount</i>
<b>CHAPTER 3 - RATES AND OTHER INCOME</b>		
33	Sale of goods and services	220.000,00
34	Public prices	313.821.007,95
	<b>TOTAL CHAPTER 3</b>	<b>314.041.007,95</b>
<b>CHAPTER 4 - CURRENT TRANSFERS</b>		
40	From the State	114.637.000,00
45	From Autonomous Communities	85.631.000,00
46	From local bodies	100.823.000,00
	<b>TOTAL CHAPTER 4</b>	<b>302.091.000,00</b>
<b>CHAPTER 7 - TRANSFERS OF CAPITAL</b>		
75	From Autonomous Communities	21.414.000,00
	<b>TOTAL CHAPTER 7</b>	<b>21.414.000,00</b>
<b>TOTAL INCOME:</b>		<b>637.546.007,95</b>



**ATM**

Autoritat  
del Transport  
Metropolità

Autoritat del Transport Metropolità  
Consorci per a la coordinació  
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